

# Hongkong Weekly Press

## China Oberland Trade Report.

VOL. XLVI.]

HONGKONG, WEDNESDAY, 1ST SEPTEMBER, 1897.

No. 10.

### CONTENTS.

Epitome of the Week, &c. ....	181
Leading Articles:—	
The Burmo-Chinese Treaty .....	182
Medical Inspection of Shipping.....	182
A Silver or Gold Currency for Hongkong .....	183
The Cost to Hongkong of its Gold Loans .....	183
Official Salaries and the Cost of Administration .....	184
Delivery of Registered Letters .....	184
Macao and the West River Trade .....	184
Hongkong Legislative Council .....	185
Supreme Court .....	186
The Police Scandal.....	186
The Mount Austin Hotel .....	186
A Steamer Lost in a Typhoon .....	186
Mr. Danby and the Post Office.....	186
Stringency in the Money Market.....	186
The Kowloon Waterworks .....	187
Report of the Government Analyst .....	187
The Vaccine Institute .....	188
Correspondence Respecting the Salaries of Officers .....	188
Employed in the Public Service .....	188
Transit Pass Trade in Kwangtung and Kwangsi and .....	190
the Opening of the West River.....	190
The Punjom Mining Co., Limited .....	191
The Eureka and Queen Mines .....	191
Correspondence .....	192
Attempted Escape of Prisoners at Macao .....	192
Cable Communication in the Philippine Islands.....	192
Hongkong and Port News.....	193
Commercial.....	193
Shipping .....	196

### BIRTHS.

On the 21st August, at No. 10, Queen's Road East, the wife of C. LESBIREL, of Jersey, Channel Islands, of a daughter. [1969]

At 1, Seymour Terrace, on Friday, the 27th inst., the wife of E. W. MITCHELL, of a son. [1981]

### DEATH.

At 2, Mokaw Road, Shanghai, on the 23rd August, BARNES DALLAS, in his 65th year.

### ARRIVALS OF MAILS.

The French mail of the 30th July arrived, per M. M. steamer Yarra, on the 31st August (32 days).

### EPITOME OF THE WEEK.

The Secretary of State for the Colonies has declined to interfere in connection with the acquisition of the Mount Austin Hotel by the Military.

A Tokyo Press despatch states that a German gentleman now in Tokyo has arranged with a number of influential Japanese a scheme for introducing German capital, the security being debentures on existing mercantile concerns and the interest between 6 and 6½ per cent.

A despatch has been received from Mr. Shimamura, the Japanese Minister at Honolulu, stating that the Hiroshima Emigration Company has obtained a permit from the Hawaiian Immigration Bureau to send 650 contracted labourers to Hawaii, and the Japan Emigration Company a permit to send 750.

The Penang-owned steamer *Cheng Hye Teng* was caught in a typhoon while on a voyage from Moji to Hongkong with coal and foundered on the 10th August. The Captain is said to have committed suicide by shooting and four European officers and engineers and other members of the mixed crew to the number of seventeen were drowned. The survivors, eleven in number, reached Ningpo in a boat.

Major Sato and Captain Ishizuka, who were recently found guilty of behaving with cowardice in Formosa, were on the 18th August sentenced to death by the Court-Martial at Hiroshima; but the Imperial Court being still in mourning for the death of the Empress Dowager, the sentence was reduced by two degrees, and commuted to exile for twelve years. They will be sent to the Hokkaido shortly.

There is talk of corruption in the Straits Settlements service. "The Moralist" in the *Straits Times* says:—I am speaking with the authority of many men who, undoubtedly, know that what they say is correct, when I assert that few coasting steamers come to this port that are not to some extent a milch-cow to some subordinate boarding officer. The occasional present of a ham, a piece of bacon, or other ship's stores, does not suffice now to keep a ship free from delay and annoyance, if there be the smallest possible pretext for interference; and on the other hand, if I am to believe what I am told, all sorts of known irregularities are permitted for other considerations.

It is understood, says the *Singapore Free Press*, that the 1st Battalion Rifle Brigade, on its way home in December to Parkhurst, Isle of Wight, will drop no fewer than 520 men at Malta to make up the 2nd Battalion, which goes there, to war strength. This probably means that the 2nd Battalion may have to go to Egypt on service. The 1st Battalion will take back with it to England all the men from the 2nd Battalion who have not more than one year's service. This is a typical example of how the linked battalion system works. It certainly is little encouragement to company officers who see themselves thus deprived at a swoop of all of their best-seasoned men.

The *China Gazette* of the 23rd August says:—In the death of Mr. Barnes Dallas, who succumbed to an attack of dysentery last night, Shanghai has lost one of its oldest foreign residents. Arriving here early in the fifties, Mr. Dallas established himself as a merchant in conjunction with Mr. Booker, under the firm of Dallas & Co., well known as *Ewtai hong*. Subsequently, he started business on his own account and, having amassed a small fortune, went home, leaving the firm in charge of his brother, but on his return he found that his business had not turned out what he anticipated. This, however, did not dishearten him, for being as he was an enthusiastic sportsman, he took things in a happy-go-lucky sort of way and started life anew in Shanghai, and up to the time of his demise had carried on business as a general broker and importing and commission agent. For many years Mr. Dallas was secretary of the Race Club and secretary of the Chamber of Commerce; he was Captain of the old Shanghai Rangers, and was present at the Battle of Muddy Flat; he was subsequently Captain of the S. V. C. Artillery for many years, and then retired with the honorary rank of major. During the Paper Hunt Club meetings Mr. Dallas, with true sportsmanlike spirit, always provided a huge punch bowl, and his activity in racing circles is best known by those who knew him on the course. Mr. Dallas leaves several children, with whom we greatly sympathise in their bereavement. The funeral takes place at 4 o'clock to-morrow afternoon, when military honours will be accorded by members of the S. V. C.

The profits of the Paknam Railway for the six months ended 30th June last were Ticals 24,130, and a dividend of 4 per cent. for the half-year, absorbing Ticals 16,900 has been declared.

The *N. C. Daily News* of the 23rd August says:—A most important action was commenced in the Mixed Court before the magistrate and the German Consular Assessor, on Saturday afternoon, when the Deutsch-Asiatische Bank, represented by Mr. Nelson, of Messrs. Johnson, Stokes and Master, claimed from the Sui Chang-shun Bank and bullion dealers a sum amounting to over Tls. 200,000 for losses on failure to fulfil contracts for the delivery of gold bars. These contracts extend back to July of last year, and the continued fall of exchange has culminated in a loss at this date of Tls. 85 per bar of gold. There are eleven partners in the Sui Chang-shun Bank, all natives of good standing, but the managing partner having absconded proceedings were instituted against certain of the partners now in Shanghai for recovery of the losses on contracts entered into. When the case was opened it was discovered that two of the defendants had not appeared in person but had sent proxies, to which Mr. Nelson objected, in consequence of which Mr. Weng, the Mixed Court Magistrate, adjourned the case until Thursday, the 26th, when the two defendants who had sent proxies were ordered to appear in person, bail being taken also for the appearance at that date of the other defendants then in Court.—Later information is to the effect that the case has been settled privately.

The *Straits Times* of the 11th August says:—We much regret to announce the death of Mr. Frank Maxwell, which has just occurred at Yokohama. The news is rendered the more saddening to the deceased gentleman's family and friends in that only yesterday we had the melancholy duty of recording the death of Mr. Frank Maxwell's brother, Mr. R. W. Maxwell, late Inspector-General of Police in the Straits Settlements. Mr. Frank Maxwell was a younger brother of Sir W. E. Maxwell, Governor of the Gold Coast. He was for twenty-five years in the Sarawak Civil Service, and after ten years' occupancy of the highest post in that service, the Residency of Sarawak, he retired on a well-earned pension, and left for England. But the deceased gentleman's restless energy, together with the excellent health he always possessed, would not allow him to remain in retirement. The Consul at Labuan went home on leave, and Mr. Maxwell was offered and accepted the acting position at Labuan. Unfortunately, he became very ill, and was obliged to go away on sick leave. He arrived at Singapore from Labuan on the 31st of May last, and until his departure for Hongkong and Japan on the 7th of June, he, and Mrs. Maxwell, were the guests of the Governor. The deceased gentleman had since been staying in Japan, and for several weeks was an inmate of the Yokohama hospital. There was no disguising the fact that his health had completely broken down, and his family and friends have of late daily expected to hear the worst. Great sympathy will be felt for Mr. Maxwell's family in the double bereavement that they have just experienced. Mr. Maxwell left no children. The news of his death was received by the Governor this morning by telegram from Yokohama.



**THE BURMO-CHINESE TREATY.**

It is to be feared that any advantages gained by Burmah as the result of the new Burmo-Chinese Convention are more or less mythical or unsubstantial. It was generally understood that, as compensation for the territory illegally ceded to France by the Chinese Government, the British Government had succeeded in obtaining some valuable concessions that fully made up for any loss on that frontier. The Mandalay correspondent of our Shanghai morning contemporary does not appear to rate these concessions very highly. The state of Kokang, which is ceded to England, contains, it is true, an area not less than that of the portions of Kianghung that were given to France in breach of the Convention of 1894. "By this arrangement," he says, "it will be seen that England only 'takes back again a present which she had 'made to China a short time previously 'and probably only made it because in '1893 North Thienni, of which Kokang 'was a part, was in a very disturbed condition and China was in a better position 'to deal with that portion of it which 'bordered on Yunnan. However, Kokang 'is of importance as affording a route for 'the Mandalay-Kunlon Railway, if it 'should become desirable, either for commercial or political reasons, to advance it to the frontier of China." This territory is, nevertheless, of very minor importance, we imagine, to a rectification of the boundaries of the Colony of Hongkong or the acquisition of Chusan as a coaling station nearer to the centre of China's coast line and better situated to protect the large commercial interests that have grown up in Shanghai and the Yangtze ports. Even the acquisition of another little strip of territory on the Burmah frontier adjoining the Bhamo district, described by the same correspondent as a triangular piece of land about sixteen miles long from apex to base and about eleven miles wide at the latter, on a perpetual lease, can hardly atone for the omission to ask for the concessions just referred to as punishment for the outrages which culminated in the grievous massacre of innocent British subjects at Kucheng, and for which no expiation has been made beyond the putting to death of certain of the tools employed in the sanguinary tragedy. This last piece of land, about which some fuss would seem to have been made, is said by the Mandalay correspondent to be of "extreme unimportance," but there is little doubt that Burmah has, of the two countries, the better right to it. Why, then, was China ever left in possession of it? and how can it be regarded as a concession? Why, too, should it have been acquired on the terms of a perpetual lease when it might have been demanded as an unconditional transfer? Truly there does not seem very much to crow over in these concessions. Rather should they be regarded as the very mildest settlement of a very considerable bill. Great Britain had strong cards to play, and should have been able to get anything she desired after the long succession of murderous outrages on British life and property in China and the glaring violation of Treaty stipulations involved in the cession of territory to France that had been ceded to China by Great Britain. It is true we have induced, after almost interminable argument, the Chinese Government to open the West River to foreign trade, but this is a concession to not one but to all the Treaty Powers, and confers no exclusive or even special benefit on

Great Britain. We believe that the British Government have been greatly restrained in making demands on China: first, because they did not like to be harsh when the Peking Government were in difficulties—would not, in short, make China's extremity their opportunity—and, secondly, on account of the attitude of the other Powers, some of whom only waited the merest pretext of an example, to launch demands for territory upon the mandarins. How far the circumstances justified the moderation shown it is hard to say. No other Power would have allowed the latter consideration to weigh in the balances. Certain it is that by this rather excessive consideration for China we have lost an opportunity that may not occur again for decades. Are we always to condone assassination of our women and children, or accept the lives of ignorant coolies, often innocent of the actual crime, as satisfaction in full for such gross outrages? Surely not, and we think it would be only right for the Foreign Office to notify the Tsung li Yamen that England still claims to receive proper satisfaction for the missionary murders in the Yangtze Valley and at Kucheng. It may be delayed, but it should not be lost sight of, and ought to be exacted at no distant date.

**MEDICAL INSPECTION OF SHIPPING**

The publication of Dr. HARTIGAN's letter on the medical inspection of shipping appears to have exercised a considerable influence in bringing about a modification of the views of those who originally opposed the adoption of such a measure. It is now generally admitted that medical inspection would be a good thing if it could be carried out, and on examination the supposed difficulties are found to be not nearly so great as imagination had painted them. It was urged, for instance, that the examination would be of no use unless it was thorough, that a mere face examination would not do, and that the time and staff necessary for a thorough examination rendered such a measure quite impracticable, having regard to the great number of passengers arriving in the colony every day. From the stress laid upon this objection it might almost have been thought the objectors supposed that nothing less than an examination as rigid as that for life insurance was in contemplation. As a matter of fact, in the case of the large number of vessels that carry surgeons no examination by the Health Officer would be required, the declaration of the ship's surgeon being accepted as sufficient. Of the vessels that do not carry surgeons a considerable number do not carry passengers either, and their examination would occupy a very short time. With regard to vessels carrying passengers but not surgeons it is to be presumed the examination would vary in its character according to circumstances. In the case of a vessel arriving, say, from Singapore, after a voyage of six or seven days, during which, according to the captain's report, no case of sickness had occurred on board, we should say a mere face examination would be sufficient. If cases of vomiting and purging had occurred the necessity for a more searching examination would be indicated. In the case of vessels arriving from ports at which smallpox was known to be prevalent, the examining officer would naturally keep his eyes open for indications of that disease, but speaking generally we should say that with regard to passengers arriving by ocean going steamers very little more than a face examination would

be required to satisfy the doctor whether any of them were suffering from illness or suspicious symptoms of such a character as to require their detention. In the case of vessels arriving from ports affected by the plague the examination would naturally be stricter, but seeing that under the law as it stands immigration from plague infected ports may be prohibited altogether it is difficult to understand how there can be any objection on the part of shipping to the less drastic course of examining passengers on their arrival. It will be seen, then, that foreign shipping has little delay or inconvenience to fear from the establishment of medical inspection. As to the junks, the solicitude that has been expressed on their behalf is rather extraordinary. Hitherto it has been a frequent complaint that junks were much more favourably dealt with in the matter of quarantine regulations than foreign shipping, and that it was unfair that while junks were allowed to import cases of sickness practically without let or hindrance a foreign ship should be subjected to all the inconvenience and loss attending the measures taken in her respect if she imported a solitary case of smallpox. It is proposed now to treat all alike, and though at first there appeared to be some fear with regard to the junk trade opinion seems to be now coming round to the view that some sort of medical supervision should be exercised over the native craft frequenting the harbour. As to the cost to the colony, when one considers the measures the principal lines of steamers take quite voluntarily to prevent disease finding its way on board their vessels, the inspections they have made, and the expense they incur, it is difficult to understand how they can object to the colony taking measures for its own protection and imposing medical inspection on the various classes of craft that do not provide a system of medical inspection for themselves.

As to the practicability of the measure there can be no real dispute. The argument that junks would go to Stanley or Aberdeen in order to escape the inspection to which they would be subject on entering the harbour of Victoria does not carry any weight with it, because the voyage to either of those places would occupy longer than the medical inspection and they would not know what to do with their cargo when they got there. If, however, it was found that junks did in fact go to Stanley or Aberdeen for the purpose of landing passengers without inspection the practice could be immediately stopped by a regulation either forbidding the landing of passengers there or enforcing such detention as would make it to the interest of boats to come direct into Victoria. So also with regard to the foot traffic across the frontier; it has been urged that if people are allowed to cross the Kowloon frontier without examination the protection afforded by the examination of shipping will be nullified. The people who cross the frontier are, we believe, for the most part market gardeners, who come in with their produce in the morning and return after disposing of it. That does not seem a class from whom much danger of infection is to be apprehended; the fact that most of them carry burdens affording in itself some guarantee that they are not suffering from serious illness. However, the origin of all cases of infectious disease that occur in the colony is now traced wherever possible and if it should be found after further experience that the Kowloon overland traffic is a serious source of danger to the public health it would probably be decided to subject persons arriving by land to medical inspection



as well as those arriving by sea. That would be quite a simple matter, as the frontier is guarded by the Chinese Customs and passage only allowed at certain points. But as a matter of fact the apprehension expressed with regard to the Kowloon land traffic is a mere straining at a gnat; there is practically no danger to be apprehended from that quarter, whereas it is known that many of the cases of infectious disease that occur in the colony are imported by sea. As to the sufficiency of the present regulations, that argument was completely demolished at the last meeting of the Sanitary Board by the Hon. F. H. MAY, who, however, was speaking in support of it. In a minute the hon. gentleman wrote:—"I think our present system has worked well and should be adhered to;" but in the course of the discussion he said:—"Take the port of Swatow, against which we issued a proclamation only this year. The coolies went from there to Canton, transhipped, and came on here by the Canton steamer and laughed up their sleeves at the Hongkong Government." A more convincing argument in favour of the medical inspection of all vessels arriving in the harbour could hardly be imagined. As to the costliness of the proposed system of examination, another point on which considerable stress has been laid, we think it will be admitted that whether two, or four, or six doctors are required to carry it out the colony will be well recompensed for the outlay on their salaries if we can thereby purchase immunity from epidemic disease or in any considerable degree diminish the risk of its introduction. The only vital questions are the practicability and efficiency of the proposed system; if those are answered in the affirmative the cost will not be a matter to lament over.

In another column appears a letter from the Hon. F. H. MAY, in which he says that we quote his remark made at the last meeting of the Sanitary Board regarding Swatow coolies going to Canton in an entirely wrong connection. We certainly quoted it in a different connection from that in which Mr. MAY used it, as plainly appeared, for we mentioned that he made the remark while arguing on the opposite side to that which we were advocating, but we maintain the connection was not a wrong one. The remark embodied a plain statement of fact, and facts are equally open to the use of disputants on either the one side or the other. In order to show the difficulty of exercising surveillance over passengers arriving from an infected port Mr. MAY quoted the fact that during the time Swatow was an infected port coolies went from Swatow to Canton and from Canton came to Hongkong, laughing in their sleeves at the Hongkong Government. We quoted the same fact to show that medical inspection would afford an additional security to the colony, inasmuch as passengers from an infected port would not be able to get into the colony without inspection simply by adopting the expedient of coming by a circuitous route. With regard to surveillance, the number of persons over whom it would have to be exercised would be limited and no insuperable difficulty would be experienced with respect to it. Let us suppose that Swatow is again declared an infected port. Instead of prohibiting immigration altogether, a measure which Mr. MAY has shown to be ineffective, Dr. CLARK proposes that passengers should be allowed to land in the colony on giving a guarantee that for a certain length of time they would be found at

given addresses in order that medical surveillance may be exercised over them. The result would probably be that only those who had pressing business would come, and that there would be a considerable diminution in the volume of immigration, leaving only a small number over which to exercise surveillance. It is true a man who wished to escape surveillance might possibly do so by coming via Canton, but it would hardly pay him for the extra cost of passage, loss of time, and inconvenience, and when he arrived he would still be subject to medical inspection, which in itself affords a safeguard, and he would also be exposed to the risk of having his port of origin detected, in which case his expedient for escaping surveillance would prove ineffective. Mr. MAY says it is the surveillance on shore that he regards as impracticable, from which it is to be inferred that he does not consider the inspection of ships and their passengers impracticable. Mr. MAY ought to know something about surveillance on shore, but we venture to think that passengers arriving strange to the colony would find it extremely difficult to evade surveillance if it were decided to enforce it. And, moreover, why should they wish to evade it? It is nothing for a healthy man to be afraid of.

#### A SILVER OR GOLD CURRENCY FOR HONGKONG.

Shall we throw the silver dollar over and "cut the loss?" This is the form in which the exchange question must now present itself in the Eastern colonies. At Singapore the Committee of the Chamber of Commerce is considering the matter, and is said to have addressed the Hongkong Chamber upon it. In any case it is to be presumed that our local Chamber would not lose sight of the important bearing the silver question has upon the prosperity of the colony. Hitherto it has been considered that the interests of Hongkong were linked with the silver standard and any suggestion of going upon a gold basis has been regarded as impracticable and, we might almost say, insane. But events have moved rather rapidly within the last few years; the Indian mints have been closed, Japan has declared in favour of a gold standard, and the dollar is shrinking in value to an extent that makes its continued acceptance as a standard coin ridiculous. No hope is to be discerned for silver, in whatever direction we look, but, on the contrary, there is every possibility of its falling to still lower and as yet undreamed of depths. It is not even the standard of China, where values are measured by copper cash, and its decline is felt there as well as elsewhere. Although none of the present generation may live to see it, there can scarcely be a doubt that China will sooner or later be compelled to adopt a gold standard, to bring herself into line with the other great commercial countries of the world. What, then, has Hongkong to gain by adhering to a silver currency? Changes in such matters are not to be lightly decided upon, but it would seem that the time has arrived when the adoption of a gold standard should at least be taken into serious consideration. It is a fallacy to suppose that the bulk of the business is done in silver. In almost every contract that is made for future delivery exchange is settled at the time of making the contract, which is thus placed on a sterling basis, and the prices of exports also vary with the course of exchange. In the event of a gold standard being decided upon the conversion of the present currency need involve

neither difficulty nor loss to the Government. Japan made a mistake in her scheme of conversion in adopting a ratio approximate to the rate prevailing at the time the operation was decided upon and allowing a long period to elapse before bringing it into effect. This mistake was recognised in many quarters at the time and has been taken advantage of in the open market to Japan's cost. If a conversion scheme for Hongkong were decided upon it should be carried through rapidly and the ratio at which silver dollars would be exchanged for the new gold coin should be one which would allow for any further fall of silver that might take place during the period the notice was running.

#### THE COST TO HONGKONG OF ITS GOLD LOANS.

In the year 1887 Hongkong contracted a gold loan of £200,000, which realised \$1,263,158. In 1893 another gold loan of £200,000 was contracted, which realised \$1,536,000. Altogether the colony has borrowed \$2,799,158, and after paying back £60,000, say \$370,000, it owes at the present time about \$3,800,000. The case is something like that of the Dock Company and its Admiralty loan: the Company goes on steadily paying off the loan year by year according to agreement, but year by year the amount it owes continues to increase, and according to the statement of the Chairman of the Company at the meeting the other day the Government declines to receive payment at once of the whole some due in sterling and thus allow the Company to clear itself of further loss. It would, however, probably be good policy on the part of the Company to turn part of its reserve fund into sterling and invest it in London on terms which would admit of the payment of the instalments of the Admiralty loan as they became due. By this means, although the interest received would be small, the continually recurring loss on the loan would be eliminated from the accounts. It would be a good thing for the colony if it could carry through a similar operation, raising a silver loan locally to pay off its sterling indebtedness. The present loan has a currency of fifty years, and the stockholders would naturally be unwilling to accept payment before the due date, but the amount of a new loan might be invested in sterling securities yielding interest sufficient to keep up the sinking fund on the present loan. That would be rather a large undertaking, from which the Government might possibly shrink even if it had a free hand in the matter, which, however, it has not, for it may be taken for granted that the Colonial Office would not sanction anything of the kind. If there are any loans to be raised the Colonial Office insists that the business must go to London, no matter at what cost to the colony. When the first loan was raised, although no one imagined that exchange was going to descend to its present low depths, it was foreseen the colony might be a serious loser by fluctuations of exchange and that the only safe policy was to borrow in the local currency. This was urged on the Colonial Office with all the strength of argument that could be adduced, but all to no purpose, and when a second loan had to be contracted the Colonial Office, notwithstanding the experience gained in connection with the first, insisted upon a repetition of the same mistake, as we have no doubt it would do to-morrow if a third loan had to be raised.



### OFFICIAL SALARIES AND THE COST OF ADMINISTRATION.

The papers laid on the table of the Legislative Council on Thursday with respect to certain official salaries are chiefly interesting on account of Lord RIBON's despatch suggesting the holding of periodical inquiries into the public expenditure of the Crown colonies, the committees conducting such inquiries to consist mainly of unofficials. The interest in the salaries question will come when the report of the Committee appointed to consider certain applications of later date and of greater importance than those referred to in the correspondence just published is presented. That report, we believe, has been completed, but may possibly have to be sent to the Colonial Office before being published locally. Speaking generally, we should say the present is an inopportune time to enter upon any readjustment of salaries. The recent heavy drop in exchange will severely affect the colony in its sterling payments, which last year absorbed nearly one-fifth of the total revenue and will this year absorb much more. In the year 1891 there was a general increase of 35 per cent. in the salaries of officials with an English domicile and of 20 per cent. in those of officials having a local domicile, on account of the increased cost of living, which has been brought about in part by the fall in exchange, and some time later the former class of officers were granted exchange compensation. In comparison with other classes of the community, therefore, the officials have fared moderately well. Some days ago a correspondent suggested that we should advocate the granting of exchange compensation to the subordinate members of the service, in other words, to the locally domiciled officials. While this class no doubt suffers in common with every other class of the community from the increased cost of clothing and imported provisions we do not think it could establish a claim to exchange compensation, which is granted only to officers who are assumed to have sterling payments to make as part of their necessary current expenditure, as, for instance, for the education of their children in England. For those officials whose expenditure is confined to the colony itself the loss by exchange, though appreciable, is not so great as to constitute any very grave hardship, having regard to the increase of twenty per cent. in their salaries that they received six years ago. If exchange continues to decline no doubt some readjustment of official as well as other salaries will become necessary, but in view of the extreme uncertainty hanging over the future of the colony's currency it would be better for both parties to wait for greater stability before bringing into force any new scale of pay. Whatever may be the decision on this point, however, the fact that periodical inquiries are to be held regarding the public expenditure will give general satisfaction, as it will afford some security to the public against the needless multiplication of offices and against extravagance in the administration generally.

The *China Gazette* says:—We understand that the trial of the Crematorium made by the Shanghai Municipal Engineer's Department last week resulted in another disappointment. After great difficulty, heat said to equal 800 degrees, about half of what is required to properly and completely incinerate a body, was generated. A mass of meat weighing 150 lbs. was then put into the chamber and after much fuss and herculean stoking, it was taken out in a semi-burnt up state, like an overdone joint. So far the great Crematorium would not cremate a cat.

### DELIVERY OF REGISTERED LETTERS.

Mr. Danby, we believe, is not the only person who has felt aggrieved by the working of the new rule with reference to the delivery of registered letters, but a little consideration will show that there is no just ground of complaint against the Post Office in this matter. Formerly it was the custom for postmen to leave registered letters at their addresses and call for the receipts afterwards if there was no one at the address to sign the receipt on delivery. Such a system was bound to result in confusion, and owing to registered letters having recently gone astray the new rule was instituted, under which a registered letter is not given up unless the receipt is signed at the same time. It is hardly correct to speak of this as a new rule, the latitude formerly allowed being in fact contrary to the whole principle of registration, which is supposed to provide for the tracing of a letter from the time it is given in at the Post Office until it is delivered to the addressee. If the letters are left at their addresses without a receipt trace of them is at once lost, as in the event of their going amissing it would be impossible to say whether the postman or the servants of the addressee were responsible. The facts in Mr. DANBY's case, as set forth in the correspondence forwarded to us a few days ago are that he addressed a registered letter to Mesdames LEONG SHI and CHOW SHI, Hollywood Road. The letter was presented in due course to the addressees, who were well known at the house and who told the postman their names, but he refused to give up the letter because neither of them could write or had a "chop." Mr. DANBY made this a subject of strong complaint to the Postmaster-General, who wrote, in reply, stating that in such cases it was usual for the addressee to call at the Post Office for the letter and make a mark which is witnessed by two officers. In reply to this explanation Mr. DANBY said the postman did not acquaint the women with this procedure and he therefore characterized the whole affair as "not business-like." In commenting upon the case the *Telegraph* stamps it as "an exhibit of crass stupidity for which it would be hard to find a parallel," and it goes on to say that the correspondence "sets forth so plainly the slipshod methods of the Postal Department that it needs little comment." We fail to see anything in what the Post Office officials have done to warrant such a fierce term as "crass stupidity." The published correspondence suggests only one fault on the part of the Post Office, and that is that the postman did not tell the addressees what to do in order to obtain the letter. It is not surprising to learn that there is a conflict of evidence on this point, and that the postman is said to have given full instructions as to the course that should be adopted in order to obtain the letter. Provided that is so, there is absolutely nothing in connection with the business that warrants the least censure of the Post Office. That department of the Government, we all know, is far from being the acme of perfection, but it is absurd to attempt to bring public ridicule upon it simply because a postman refused to deliver a registered letter to somebody who was unable to give a receipt for it. The non-receipt of the letter may have been very aggravating and perhaps have entailed inconvenience to the addressees, but it is necessary to look further ahead than that. It is necessary to consider the principle of

the registered letter system and to ensure, as far as possible, the absolute safety of every registered letter. The Post Office must lay down a very strict rule in the matter, and that rule must be observed in every case, otherwise we should have no end of blunders and complaints about the non-receipt of registered letters. A registered letter is usually too precious a document to be treated like a post-card and left with any irresponsible person who happens to be in the house or with anyone who cannot sign his name.

### MACAO AND THE WEST RIVER : TRADE.

The opening of the West River, instead of proving an advantage to Macao, threatens to bring serious loss upon that colony if the present arrangements are continued. The *Echo Macaense*, which has had several previous articles upon the subject, returns to it in its issue of the 29th August. Our contemporary endorses the remarks made by Consul BRENAN in his recent report on the trade of China to the effect that there are in reality only two importing centres for foreign goods in China, namely, Shanghai in the North and Hongkong in the South, and that from these great centres the goods are sent to secondary centres for distribution in the respective districts served by each. Macao, says the *Echo*, is one of these secondary centres, and has hitherto supplied both foreign and native goods to the wealthy districts of the departments of Kwangchow-fu and Shuihing-fu in the province of Kwangtung. But these districts cannot maintain steam communication with Macao, because they have no open port, and it is the opinion of commercial men that unless this state of things is speedily modified the centre of distribution will be transferred from Macao to Samshui, the open port nearest to the districts in question. The commercial importance of Macao would thus be reduced to insignificance, whereas Hongkong would not suffer at all, for it would continue to send to Samshui and Canton the goods which were formerly sent to Macao. The buyers who formerly came to Macao will now go in search of the same goods to Samshui or Canton in steam-launches, seeing that steam communication between the ports of the interior is not prohibited. The *Echo* therefore urges that steps should at once be taken to bring about a change in the present condition of affairs, and it suggests that the support of Hongkong cannot be counted upon, as there is no community of interests between the two colonies on this subject, it being a matter of indifference to Hongkong whether the Chinese merchants go to Macao or Samshui for their goods. The fact that the two colonies acted together in regard to the Opium Convention is recalled, but the circumstances of the present case are different. We are not sure that Hongkong is so indifferent in the matter as the *Echo* represents, and we may at least say that if no active co-operation were afforded in any representations Portugal may make at Peking Great Britain would at least sympathise with them and if referred to in any way in connection with the subject would give the Portuguese representative its moral support. It is to our interest that foreign goods should find their way into China by the easiest and least circuitous routes, and it is prejudicial to trade that goods intended for Kongmun and Komchuk should first have to be taken to Samshui, higher up the river, in order to pay duty at the Customs.



Under the circumstances it seems inevitable that Samshui should replace Macao as the distributing centre. But it is not to the interest of Hongkong that Macao, one of its commercial dependencies, should decay, and satisfaction would be felt by all parties interested in the West River trade if some arrangements could be made whereby goods for Kungmun and Komchuk could pay duty without the necessity of being carried higher up the river. Macao would then continue to serve the districts for which it is geographically the most convenient centre, and the increased facilities would tend to increase the volume of trade.

### HONGKONG LEGISLATIVE COUNCIL.

A meeting of the Hongkong Legislative Council was held at the Council Chamber on 26th inst. Present:—

His EXCELLENCY the Governor, Sir WILLIAM ROBINSON, G.C.M.G.

His EXCELLENCY Major-General BLACK, C.B. (Officer Commanding the Forces.)

Hon. J. H. STEWART LOCKHART (Colonial Secretary).

Hon. W. M. GOODMAN (Attorney-General).

Hon. T. SERCOMBE SMITH (Colonial Treasurer).

Hon. W. CHATHAM (Acting Director of Public Works).

Hon. F. H. MAY, C.M.G. (Captain Superintendent of Police).

Hon. C. P. CHATER, C.M.G.

Hon. Ho Kai.

Hon. T. H. WHITEHEAD.

Hon. E. R. BELLIOS, C.M.G.

Hon. J. J. BELL-IRVING.

Hon. Wei A YUK.

Mr. J. G. T. BUCKLE (Clerk of Councils).

#### MINUTES.

The minutes of the previous meeting were read and confirmed.

#### PAPERS.

The COLONIAL SECRETARY laid upon the table the Blue Book for 1896 and correspondence regarding the salaries of officers employed in the public service.

#### FINANCE.

Financial Minute No. 19 was referred to the Finance Committee and the report of the Finance Committee, No. 5, was adopted. The Public Works Committee's Report, No. 4, was adopted.

#### MEDICAL REGISTRATION ORDINANCE.

The ATTORNEY-GENERAL—I beg to move the first reading of a Bill entitled an Ordinance to further amend the Medical Registration Ordinance, 1884, and to repeal Ordinance No. 1 of 1897. The object of the Bill is to appoint the Principal Civil Medical Officer, as he is now called, as a member of the Medical Board. The Ordinance passed at the beginning of this year unfortunately had a slight error in it which escaped my notice and apparently the notice of the other members of the Council, and in amending that, opportunity has been taken at the same time of inserting the proper title of the Principal Civil Medical Officer for what has been the Colonial Surgeon.

THE COLONIAL SECRETARY seconded.

Bill read a first time.

Council went into Committee on the Bill, which went through all its stages without amendment and was passed.

#### PREPARED OPIUM ORDINANCE.

The ATTORNEY-GENERAL—I beg to move the second reading of the Bill entitled an Ordinance to further amend the Prepared Opium Ordinance, 1891. The objects and reasons of the Bill state that it has been deemed desirable that, at the expiration of the present Opium Farm, in 1898, opium smoking divans should be brought more under the direct control of the Government, and, with this object, this Ordinance requires every person who opens or carries on any such divan to obtain a licence from the Colonial Secretary, on which licence suitable conditions will be endorsed. The Secretary of State, besides having approved of this requirement, has directed that persons other

than adult males should be prohibited from smoking in divans, and that the admission of women, other than members of the keeper's family, should be forbidden, as is provided in the Ordinance in force in the Straits Settlements. I should like to add that the Straits Settlements Ordinance, 1894, has a further proviso that no armed person shall be knowingly permitted to be in an opium divan. Section 6, which deals with offences, accordingly assimilates the law of Hongkong to that of the Straits Settlements. Section 7 provides for the making of regulations and their enforcement. The Ordinance is not to come into force till 1st March, 1898, and will not therefore affect the present farm. I now move that the Bill be read a second time.

The COLONIAL SECRETARY seconded.

Bill read a second time.

Council went into Committee on the Bill.

On the interpretation clause being read the ATTORNEY-GENERAL moved as an amendment that the clause be altered so as to include *bona fide* private guests, together with the tenant and his family, as being exempt from the operation of the clause.

The COLONIAL SECRETARY seconded.

Amendment carried.

Sub-Section b of Section 6 makes it an offence for any person who knowingly permits a person other than an adult to smoke opium in a divan.

Hon. T. H. WHITEHEAD—Would it not be well to define what "adult" means?

The ATTORNEY-GENERAL—The words are precisely the same as are used in the Straits Settlements Ordinance, which we were asked to copy. The Magistrate will place a reasonable interpretation on the word.

H.E. THE MAJOR-GENERAL—There is no age for adolescence at all. The state varies with individuals, so that it would be impossible to define any specific age.

The ATTORNEY-GENERAL—I think you will find that an adult is for some purposes a person over sixteen years of age.

The COLONIAL TREASURER—If you fix an age there will still be the difficulty of ascertaining the age of a Chinaman.

The ATTORNEY-GENERAL—Yes, you can never prove it. In the case of offences committed in respect of young girls it is almost impossible to prove they are under sixteen, and that is why we said in a recent Act every girl who appeared to the Court or Magistrate to be under that age. I think you will find no practical difficulty in this. The Magistrate will give a reasonable interpretation to the word "adult" and if not the matter would go to the Supreme Court.

H.E. THE GOVERNOR—Are you satisfied with that, Mr. Whitehead?

Hon. T. H. WHITEHEAD—Yes.

The next clause (c) made it an offence for any person who "knowingly permits or suffers any female, not being the opium divan keeper or the wife or child of such keeper to enter or remain in an opium divan."

Some discussion arose on a suggestion made by Hon. Ho Kai that the words "or any member of his family" should be inserted in the place of the words "the wife or child."

The ATTORNEY-GENERAL did not agree with the alteration and said he did not think there would be any difficulty.

The COLONIAL TREASURER—If any difficulty does arise it can be legislated for after.

After some conversation between the ATTORNEY-GENERAL and Hon. Ho Kai, the ATTORNEY-GENERAL said he was inclined to leave the clause as it was. In following the instructions of the Secretary of State he had adopted the exact words of the Ordinance that had been in force for some time in the Straits Settlements.

Hon. T. H. WHITEHEAD asked if there had been any difficulty experienced in the Straits Settlements?

The ATTORNEY-GENERAL said he had not heard of any difficulty. The Straits Settlements Amending Act was passed in 1895, and he had not heard of any amendment having been made since, as regards the wording in question.

The CAPTAIN SUPERINTENDENT OF POLICE said an opium divan was a place where opium smoking was carried on and the keeper's wife or servant would not be in the opium smoking room.

Hon. Ho Kai thought a domestic was quite as likely to be in the divan as the keeper.

The ATTORNEY-GENERAL—I do not think any respectable opium divan keeper would send a woman into the divan.

Hon. C. P. CHATER—Would a female servant be a member of the family?

Hon. Ho Kai—Certainly.

The ATTORNEY-GENERAL—If you admit that a servant is a member of the family there is nothing to prevent an opium divan keeper from engaging half a dozen prostitutes as his servants and sending them into the opium divan.

Hon. Wei A YUK, in answer to the Governor, said he was in favour of Hon. Ho Kai's amendment.

The ATTORNEY-GENERAL—I am inclined to think that the law will be evaded.

After some remarks by the CAPTAIN SUPERINTENDENT OF POLICE, Hon. Ho Kai said—It is very likely a keeper would send his servant into the divan. You make an exception to the wife, who, the chances are, would not go in there, and yet at the same time you are cavilling at putting in a domestic servant.

The COLONIAL SECRETARY suggested the words "*bona fide* servant."

H. E. the GOVERNOR (to the Attorney-General)—Do you think you had better hold it over?

The ATTORNEY-GENERAL—I do not like "*bona fide*" servant myself, but if the majority are against me I will yield. It is very easy to say "*bona fide*" now, but when it comes to the question of proof a difficulty will arise.

Eventually the amendment was, on the motion of Hon. Ho Kai, seconded Hon. Wei A YUK, altered so as to make the last two lines of the clause read—"or a *bona fide* member of such keeper's family to enter or remain in an opium divan."

The amendment was then put, the voting being as follows:—

#### FOR

Hon. Wei A YUK

Hon. J. J. Bell Irving

Hon. E. R. Bellios

Hon. T. H. Whitehead

Hon. Ho Kai

Hon. C. P. Chater

The Colonial Treasurer

The Colonial Secretary

H. E. the Major-General

#### AGAINST

The Acting Director of Public Works

The Captain Superintendent of Police

The Attorney-General

The amendment was therefore carried.

On the last clause being read, Hon. T. H. WHITEHEAD asked for particulars as to the nature of the licence and whether a fee would be charged for it?

The ATTORNEY-GENERAL—There will be a fee, which will probably be about \$10, and the licence will, I presume, be for a year. Hitherto the opium farmer has had the right of letting the divans himself, and if you want to control them in any way and see that proper sanitary arrangements have been made he looks upon it as a cause of complaint and says we are taking away some of the perquisites of his farm. The Government will licence the divans and every person getting a licence will have to make his own arrangements with the opium farmer as to getting the opium. The farmer will, I presume, be communicated with when an application is made for a licence for a divan and it will also be considered whether the place is properly situated, properly ventilated, and in a sanitary condition and so forth. If there is no objection under one of these heads the application will be granted and the man will get his licence.

Hon. T. H. WHITEHEAD—Will the tendency of those restrictions be to reduce the revenue from the opium farm?

The ATTORNEY-GENERAL—It is difficult to foresee that. The difficulty hitherto has been that immediately you try to make a sanitary by-law in reference to divans the opium farmer says you are interfering with his business, and it is to prevent a repetition of that state of affairs that it has been decided that these divans shall be brought under direct control. Therefore, I think it will be very much to the good of the



colony and advance the health of the community if an alteration in the law is made.

Hon. T. H. WHITEHEAD—I quite realize the importance of having these divans put into and maintained in a proper sanitary condition, but will this mode of working the opium farm be practicable? Will it be practicable for the opium farmer to carry on the work?

The COLONIAL SECRETARY—It has been found quite practicable at Singapore, where the Ordinance has been in force some time, and it has not led to the reduction of the revenue arising from the opium farm. The revenue from the last farm at Singapore was higher than the previous one, so it was stated in the newspapers.

Hon. T. H. WHITEHEAD—Has the views of the present opium farmer been obtained as to how this Ordinance will work?

The ATTORNEY-GENERAL—Personally I have not obtained them; I do not know whether any other member has. As a rule the opium farmer's view is to get as large a profit as possible. The sanitary arrangements do not, with him, compare with the pounds, shillings, and pence, or rather the dollars that he wishes to get out of the farm.

This concluded the discussion.

The ATTORNEY-GENERAL said that as the alterations were material it would be necessary to suspend the Standing Orders in order to get the Bill passed that day.

The Standing Orders were thereupon suspended and the Bill was read a third time and passed.

Council resumed.

#### WIDOWS' AND ORPHANS' PENSIONS ORDINANCE.

The COLONIAL TREASURER—I beg to move the second reading of the Bill entitled an Ordinance to amend the Widows' and Orphans' Pensions (Amendment) Ordinance, No. 28 of 1895. The necessity for this Ordinance is given in the objects and reasons. The definition of "salary" in Ordinance 30 of 1890 was found to be inadequate and was amended by section 1 of Ordinance 28 of 1895. The amended definition made "house allowance" a part of an officer's salary, but did not include in the term "salary" the estimated value of free quarters. Hence there arose the anomaly that an officer who received an allowance for house rent contributed to the Widows' and Orphans' Pension Fund a percentage on such allowance, whereas an officer occupying free quarters paid no contribution in respect of the estimated value of such free quarters. To remove this anomaly and to bring the definition of "salary" in the Widows' and Orphans' Pension Ordinance into line with the definition of "salary" given in No. 11 of the Pension Rules published in Government Notification No. 452 of 1895, this Ordinance is required. I may mention that this Ordinance merely affects the internal working of the Civil Service.

The COLONIAL SECRETARY seconded.  
Bill read a second time.

Bill carried through all its stages and passed.

#### NATURALIZATION ORDINANCE.

The Bill entitled an Ordinance for the naturalization of Ho Mui Sz, alias Ho Lin Shing, was brought up by the Attorney-General for the second time and passed.

#### ADJOURNMENT.

The Council then adjourned until Monday week.

#### FINANCE COMMITTEE.

A meeting of the Finance Committee was then held. Hon. J. H. Stewart Lockhart (Colonial Secretary) presided and all the members, with the exception of the Harbour Master, were present.

#### MINUTES.

The minutes of the last meeting were read and confirmed.

#### GAOL INDUSTRY.

The only minute was one in which the Governor recommends the Council to vote a sum of \$500 in aid of the vote "Material for remunerative industry, Victoria Gaol."

Vote recommended.

#### ADJOURNMENT.

The Committee then adjourned.

## SUPREME COURT.

26th August.

### IN SUMMARY JURISDICTION.

BEFORE SIR JOHN CARRINGTON (CHIEF JUSTICE.)

CHU YA v. LINSTAD AND DAVIS AND CHU KWAN.

The hearing of this case was resumed. Plaintiff sought to recover about \$600, being balance due on a deposit account.

Mr. M. W. Slade (instructed by Mr. C. D. Wilkinson) appeared for the plaintiff and Mr. G. C. C. Master for Linstead and Davis.

Chu Kwan, who was added as defendant on the first day of the hearing, did not enter an appearance and judgment was given against him by default.

Mr. Slade applied for costs against Linstead and Davis.

His Lordship directed Linstead and Davis to pay the costs in connection with the cross-examination of the plaintiff.

30th August.

### IN BANKRUPTCY.

BEFORE SIR JOHN CARRINGTON (CHIEF JUSTICE.)

WONG H' YING, *ex parte* THE DEBTOR.

The debtor applied for his discharge.

Mr. J. J. Francis, Q.C. (instructed by Mr. Bowley), appeared for the debtor, and Mr. E. Robinson (instructed by Mr. Ewens) for the trustee. Mr. Bruce Shepherd (Official Receiver) appeared in person.

Mr. Francis said he had to apply for the discharge of the debtor. But first of all he asked that a report made by the trustee might be taken off the file, the report being a document not authorised by anything in the Bankruptcy Ordinance. That duty devolved entirely upon the Official Receiver, and the trustee could only be heard on an application for discharge.

Mr. Robinson said he had only received notice of that application when he went into the court and consequently he had not had time to look up the matter. The point was a most important one and he asked for an adjournment in order that he might have time to consider the question. Certainly if it were the fact that the trustee had no power to make a report it would be a *casus omissus*.

His Lordship thought Mr. Robinson was entitled to time and adjourned the case until tomorrow.

## THE POLICE SCANDAL.

DEFECTIVE-INSPECTOR QUINCEY DISMISSED.

On 25th Aug. Hon. F. H. May, Captain Superintendent of Police, ordered the dismissal from the Pöce li Force of Detective-Inspector Quincey for gross neglect of duty in not discovering and in not reporting a common gaming house at No. 2, Wa Lane.

## THE MOUNT AUSTIN HOTEL.

On 26th Aug. His Excellency the Governor received a telegram from the Secretary of State in reply to the petition forwarded by Hongkong residents protesting against the conversion of the Mount Austin Hotel into military barracks. The Secretary of State wired that the Government refused to interfere in the matter. This reply has been forwarded to Mr. Gershom Stewart, one of the promoters of the petition.

A telegram has been received from Genoa by Mr. G. A. Derrick, Singapore, from Mr. W. Bibby, the manager of the Raub Mines, to the effect that he was then, Aug. 19th, "much better." Mr. Bibby went home in poor health, and it will be a source of gratification to many to hear that the voyage has so far been beneficial.—*Free Press*.

## A STEAMER LOST IN A TYPHOON.

TWENTY-ONE LIVES LOST.

On 25th Aug. the *China Mail* received the following special telegram:—

Shanghai, Aug. 25th, 5 p.m.

Mr. Collins, third engineer of the Penang-owned steamer *Cheng Hye Teng*, and ten Japanese and Malay members of the crew, have arrived at Ningpo.

The steamer, which was on a voyage from Moji to Hongkong with coal, was caught in a typhoon, and foundered on the 16th inst.

Captain Scott, who was in command, committed suicide by shooting.

Four European officers and engineers and the other members of the mixed crew—making a total of twenty-one—were drowned.

The survivors had been drifting about for four and a-half days in an open boat, without food or water, when they were picked up by a Chinese junk and rescued. The boat was towed into Ningpo.

## MR. DANBY AND THE POST OFFICE.

The following is the reply of the Postmaster-General to Mr. Danby's second letter respecting the non-delivery of a registered letter:—

General Post Office,

Hongkong, 23rd August, 1897.

Sir.—In reply to your letter of the 21st inst., I have the honour to inform you that I am quite prepared to justify the action of my department in the proper quarter.—I am, sir, your obedient servant.

A. M. THOMSON,  
Postmaster-General.

W. Danby, Esq.,

## STRINGENCY IN THE MONEY MARKET.

30th August.

It was reported on Saturday that the banks were about to materially curtail the accommodation hitherto afforded in connection with the share market and that serious trouble would be experienced over to-morrow's settlement. The reports appear to have been exaggerated, and although some trouble unfortunately seems inevitable no fear need be entertained of the occurrence of a general crisis similar to that of 1890. There has for some time past been considerable stringency in the money market, caused by the withdrawal of large sums to send up country in connection with the silk trade. This takes place every year, but has been somewhat more accentuated this year than usual. The withdrawal of the Japanese yen from the local currency has contributed to the stringency. Also over-speculation has been taking place in the share market, which, under the influence of tight money, has resulted in a partial collapse. Under the circumstances the banks have deemed it prudent to convey an intimation to the brokers that accommodation cannot be afforded to an unlimited extent. *Bona fide* investors are not likely to experience inconvenience, but plungers who cannot provide good margins may find themselves in an unpleasant position. The depreciation in the value of stocks is not likely to be of long continuance, as large sums of money, showing good profits, are expected to come back to the colony in the course of the next few months and will be available for investment.

We have received from the Canadian Pacific Railway Co. a batch of literature relating to the Company's line which should prove attractive to persons contemplating a holiday across the Pacific, and no pleasanter holiday ground could be found. "Fishing and shooting on the Canadian Pacific Railway" will interest sportsmen, and the "Canadian National Park," with its descriptions of the glaciers and mountain ranges of British Columbia, tells how the scenery may be best seen, while "Gold in Cariboo and Kootenay" gives useful information to persons interested in mining enterprise.



## THE KOWLOON WATERWORKS.

The following description of the Kowloon waterworks prepared by the Hon. W. Chatham, Acting Director of Public Works, for the information of the Colonial Office, is published in the *Gazette* :—

Prior to the completion of the works about to be described the inhabitants of that portion of territory known as British Kowloon were entirely dependent upon wells or streams in the immediate neighbourhood of their dwellings for their water supply. The rapidly increasing population and establishment and growth of industrial enterprises made it imperative that a supply should be introduced from sources less liable to contamination or to failure during the dry season.

Accordingly, in 1893, works were undertaken on lines which had been sketched out by Mr. Osbert Chadwick, C.M.G., during his visit to the colony in 1890.

British Kowloon consists of a peninsula 2½ miles in length by an average breadth of a little over 1 mile. The Southern extremity of the peninsula is very largely occupied by European residences and barracks for the Hongkong Regiment whilst the coast line to the northwards is fringed with Chinese villages, two of which—Yaumati and Hung Hom—are of considerable size and importance. The interior of the peninsula consists of a series of barren hills intersected in all directions by valleys, a district which to a superficial glance appears far from favourable for the purpose of obtaining a water supply.

Examination showed, however, that the valley bottoms were filled with sand saturated with water, and subsequent experiments proved that a daily yield of at least 100,000 gallons from an area of 95 acres might be relied on. Acting on this information, three collecting valleys were selected, having a combined area of 220 acres and, therefore, a probable minimum yield of 232,000 gallons per day, equal to 16 gallons per head for a population of 14,200 as shown by the census of 1891.

Across the entrance of each of the three valleys, a trench was excavated through the water-bearing sand to the hard ground below and filled in with clay puddle, so as to form a dam and prevent the escape of the water underground to the sea. About the dams, wells were sunk and into these were led, at a depth of about 10 feet below the surface, lines of earthenware collecting pipes laid with open joints and surrounded with broken stone, the remaining part of the pipe trenches being filled in with screened sand. The sand in the valley bottoms is thus turned to account as a natural filtering agent and even during the heaviest rains the water arrives clear at the wells.

From the wells, which are at a level of 30 to 40 feet above the sea, the water is conveyed in iron pipes, laid as syphons so as to avoid deep trenches, to a storage tank of 150,000 gallons capacity at Yaumati. It is then pumped into a reservoir constructed on the top of an adjacent hill 215 feet above sea level and having a capacity of 160,000 gallons, and from there it is distributed through cast iron mains varying from 7 inches to 3 inches in diameter and aggregating about 10 miles in length.

For the supply of the native population, numerous fountains are fixed in the various villages, most of the European houses having a supply laid on in the usual manner. All private supplies, whether for domestic or trade purposes, are, however, measured by meter.

To assist in regulating the supply, a second reservoir of 90,000 gallons capacity was constructed on a hill at Hung Hom, about 2 miles distant from Yaumati, at a height of 160 feet above the sea.

The engines and pumps, which are in duplicate, are of the Worthington type and were supplied by Messrs. James Simpson & Co., London. Each set is capable of delivering 10,000 gallons per hour into the reservoir at Yaumati. The boilers are of the locomotive type and were supplied by Messrs. Marshall, Sops & Co., of Gainsborough.

The buildings at the pumping station include a workshop, fitters' quarters, and quarters for a European overseer. They are constructed of

Canton red bricks with granite dressings and are enclosed by a boundary wall.

Pumping was begun on the 24th December, 1895, and since then a constant supply of water to the whole of the district served has been maintained. Analyses of samples of the water obtained from the fountains have been made from time to time and have proved that the quality of the supply is excellent. That the works have contributed materially to the development of Kowloon there can be little doubt judging from the rapid expansion which has taken place since their inauguration.

The total cost has been as follows :—

Preliminary works, .....	8,983.33
Dams, wells, reservoirs, etc., .....	39,155.90
Pumping station buildings, .....	13,571.00
Pumping machinery and boilers, .....	17,538.71
Pipes, valves, fountains, etc., .....	11,914.81

Total, .....

## REPORT OF THE GOVERNMENT ANALYST.

We make the following extracts from the annual report of Mr. F. Browne, Acting Government Analyst :—

A larger number of analyses have been conducted than in any previous year, and the work may be conveniently summarized as follows :

Description of Cases.	No. of Articles examined.
Toxicological .....	10
Potable Waters .....	113
Petroleum .....	160
Milk .....	11
Morphine Ordinance .....	12
Alcoholic Liquors .....	3
Miscellaneous .....	32
Total .....	341

## TOXICOLOGICAL.

The toxicological cases investigated during the past year include five cases of human poisoning. In four cases death was found to be due to opium. In the fifth case an alkaloid, analogous to the active principle of *Nan Yueng Fa* (*Datura alba*, Nees), was detected in the stomach contents of a woman, who recovered from the poisonous stupefying effect of the drug after a few days.

Toxicological examinations were conducted in five other cases in order to prove the absence of poisoning, death in each case having occurred somewhat suddenly and unexpectedly.

## WATERS.

The results of the analyses of samples from the Pokfulam and Taitam reservoirs, and from the Kowloon Service, indicate that these supplies continue to maintain their excellent qualities.

After heavy rains a precipitate has been found to occur in the mains leading from the wells and in the wells of the collecting area of Kowloon water supply. This precipitate has been found to consist of (1) a small alga, (2) ferric hydrate, (3) aluminium hydrate, and (4) calcium sulphate. During these heavy rains filtration is too rapid for complete purification, consequently it has been found that a further system of purification, chiefly due to the presence of iron-work in the wells, takes place in the wells and in the mains leading therefrom. The precipitate settles easily and, being removed with but little difficulty, little inconvenience may be anticipated should it occur again; however, steps have been taken to regulate the rate of filtration so as to prevent its formation.

In connection with a number of deaths on the steamer *Cheang Hock Kien*, a bacteriological examination was made of two tanks of drinking water. In one tank the "comma bacillus" was isolated, and the cholera-red reaction was given by a pure culture of the organism.

## THE DANGEROUS GOODS ORDINANCES, 1873 AND 1892.

Thirteen steamers with petroleum in bulk arrived from Batoum during the year and discharged the whole or part of their cargoes. The samples of oil were found to give off inflammable vapour at temperatures considerably above the 73 deg. F. limit.

## MILK.

The results of the analyses of 11 samples were as follows :—

Date of Analysis.	Percentage by weight of Solids.			
	Non-fatty.	Fat.	Total.	Ash.
February 28, .....	7.03	2.17	9.20	46
February 28, .....	6.08	2.6	8.68	40
March 17, .....	8.81	3.21	12.02	69
March 17, .....	8.76	4.19	12.95	67
March 20, .....	7.89	1.79	9.63	53
March 25, .....	8.01	2.06	10.07	49
April 13, .....	9.14	4.91	14.05	65
April 13, .....	9.29	3.66	12.95	64
July 29, .....	10.90	5.36	16.26	64
July 29, .....	10.23	4.36	14.59	62
October 16, .....	8.65	4.49	13.14	64

The samples marked 1, 2, 5, and 6, respectively, were found to contain added water to the extent of 17 per cent., 28 per cent., 7 per cent., and 6 per cent., respectively, calculated on the presence of 8.5 per cent. of "solids not fat" in the original milk. The remaining samples were of good quality.

## THE FOOD AND DRUGS ORDINANCE, 1896.

This new ordinance was assented to by His Excellency the Governor on the 19th day of August, 1896. Under this ordinance one sample of milk was forwarded by the public to the Government Laboratory for examination.

## THE MORPHINE ORDINANCE, 1893.

There were four prosecutions under this ordinance and 12 exhibits were forwarded for examination. Ten were found to contain morphine hydrochloride.

## THE SPIRIT LICENCES ORDINANCE, 1886.

Three samples of alcoholic liquors were found to contain 17.2, 17.2, and 17.7 per cent., respectively, of alcohol by weight. The vendor was prosecuted for selling these liquors without a licence.

## MISCELLANEOUS.

Arsenic throwing.—A Chinaman was walking along the Praya when an unknown person threw some powder into his eyes. Immediately, he went into a house and washed out the objectionable substance, and then gave information to the Police. The substance somewhat resembled pepper in appearance, but the examination showed that it was powdered native arsenic, *pi-shih* or *peh-sin-shih*, containing 62.49 per cent. of real arsenic. For several weeks the man's eyes were in an inflamed condition, and only the rapidity and completeness with which he and the Police washed out the arsenic from the eyes prevented a serious injury. Recent experience has conclusively demonstrated that in cases of arsenic throwing, unless the arsenic be promptly and completely removed from the eye, the vision may be completely destroyed, and that even under the most favourable circumstances great irritation is set up.

Apparently, the dangerous properties of arsenic are well known to the Chinese as in no country probably is there stricter legislation as regards its sale. Dr. Porter Smith, in his "Contributions towards the *Materia Medica* and Natural History of China," states :—

"None of these arsenical preparations are sold in shops without evidence and witnesses to the propriety of the sale. The punishment of death by decapitation is inflicted upon both the seller and the buyer if fatal effects result. If not fatal they are both strangled. If the druggist ignorantly or carelessly sells the poison, he receives eighty blows."

In Hongkong it has not yet been deemed advisable to place restrictions on the sale of arsenic.

Vegetable Extract.—This is a substance which is in reality de-morphinated opium. Tested by the method described in the British Pharmacopoeia it contains no morphine, but as it is well known that this method does not indicate morphine when present to the extent of under one per cent., a special process was devised which showed that this prepared opium substitute contained 9.117 per cent. of morphine calculated on the dried substance. Meconic acid and narcotine were also separated. The Magistrate decided that the sale of this extract by unauthorized persons constituted an offence under The Prepared Opium Ordinance, 1891.

Disinfectants.—Two were examined. One was valueless.

Blood Stains.—Eight articles were sent for examination and the colouring matter of blood was detected on six of these.



Research.—Further investigations dealing with the smoking value of Chinese opium and with the constituents of *Datura alba* were made during last year and were published in the *Pharmaceutical Journal* of August 1, 1895, and of September 5, 1896, respectively.

### THE VACCINE INSTITUTE.

Below we reproduce Dr. Atkinson's report on the Vaccine Institute, from which it will be seen that the establishment has furnished a good supply of effective lymph. It is rather the fashion to laugh at the Institute. Passengers going up and down by the tram and pedestrians along Kennedy Road see the building day by day and because they do not also see the calves, or hear agonised shrieks, or have disgusting details of any description obtruded on their notice, they assume that nothing is being done. Dr. Atkinson's report will enlighten the public as to the true state of the case:—

Government Civil Hospital,  
Hongkong, 29th March, 1897.

Sir,—I have the honour to report that I took over charge of the Vaccine Institute in 1895 and commenced work in October of that year.

The Institute was open from October 11th, 1895, to May 31st, 1896, during which time 2,374 capillary tubes of calf lymph were produced. 414 of these were sold realising \$153.80; the remainder being distributed to the Public Vaccinators, Tung Wah Hospital, Alice Memorial Hospital, and the various Government Institutions.

Among those supplied with lymph during the winter of 1895 and 1896 were the following:—Army Medical Staff, Navy, Dr. Hill, Pakhoi; Messrs. Dakin, Cruickshank & Co., Messrs. A. S. Watson & Co., Ltd.

In December, 1895, Messrs. A. S. Watson & Co., Ltd., wrote and informed me that they would not require any more lymph. Accordingly since that date I have distributed it myself.

It was not found possible to open the Institute this winter until late in December, owing to the fact that the lymph obtainable was quite inert.

I commenced operations in October with some lymph that I brought down from the Government Depot in Japan, but it was not until I had obtained, through the courtesy of the British Consul at Saigon, some perfectly fresh calf lymph from the "Institute de Microbiologie" there that we were able to re-establish our supply.

The Institute was opened on the 24th December, 1896.

Since that date 3,895 capillary tubes and 123 "bulb" tubes of lymph have been issued. Of this number 3,036 have been sold, realizing \$989.80.

Among those thus supplied, in addition to the medical practitioners in the town and the local drug stores, are the following:—H.M. Flagship *Centurion*, H.M.S. *Humber*, *Swift*, *Immortalite*, *Rattler*, *Grafton*, *Æolus*, *Firebrand*, *Alacrity*, U.S.S. *Machias*, U.S. Flagship *Olympia*, H.E.I.M.S. *Kaiser*, *Irene*, and *Princess Wilhelm*; H.E.S.M.S. *Arcona*, Russian cruiser *Sabaka*, R.M.S. *Empress of India*, and Army Medical Staff, the remainder having been distributed amongst the Tung Wah, Alice Memorial, and Gaol Hospitals and the Italian and French Convents. I have received word from the Naval doctors, civil practitioners, and public vaccinators that the lymph has taken well.

The Institute consists of a series of buildings situated near the Kennedy Road between the Tram and the Garden Road Nullah.

There is a suitable stable, well ventilated and drained, with stalls sufficient to accommodate 20 calves, quarters for a caretaker, and the necessary out-buildings.

The staff has consisted of myself, one assistant, and one caretaker.

In the winter of 1895 and 1896 Mr. Souza was the assistant. He having left the colony, at my request Mr. Sydney, one of the ward-masters at the Lunatic Asylum, was appointed assistant on 2nd November, 1896, and another coolie was appointed on the same date to assist the caretaker:—

Assistant.....	\$10.00 a month.
One caretaker.....	8.00 "
One coolie .....	6.00 "

The calves we have obtained through the Inspector of Markets, and their age has been from 7 to 12 months, female calves always being used.

The calves are kept under observation for a few days before vaccination, careful records of their temperature, &c., being kept. After the lymph has been collected they are housed for a few days longer and then returned to the slaughter house, \$1.00 being paid to the contractor for the loan of each calf.

The fifth day after vaccination I have found the best for collecting the lymph.

Pure sterilised glycerine, free from acid, has been found the best vehicle to preserve and keep the vaccine moist.

The glycerized pulp is generally recognised as the best form of calf vaccine and is in almost universal use.

An emulsion was also made with vaseline but it did not prove so potent.

The amount of lymph produced since I have taken charge is 6,392 tubes.

The amount realised from the sale of lymph since I took charge is \$1,143.60; if to this be added the value of the tubes supplied free to the various hospitals, convents, charitable institutions, and public vaccinators, it would give a total amount of \$2,026.20.—I have the honour to be, sir, your obedient servant,

J. M. ATKINSON, Superintendent.  
Dr. Ph. B. C. Ayres, C.M.G., Colonial Surgeon.

### CORRESPONDENCE RESPECTING THE SALARIES OF OFFICERS EMPLOYED IN THE PUBLIC SERVICE.

The following correspondence was laid before the Legislative Council on 26th inst. in reply to the following question asked by Hon. T. H. Whitehead at the last meeting:—With reference to the report of the Retrenchment Commission, will the Government lay upon the table a copy of the despatches and instructions received from the Secretary of State for the Colonies in relation thereto, and in connection with applications in respect of salaries similar to those recently referred by His Excellency the Governor to a Committee:—

SECRETARY OF STATE TO GOVERNOR.

Downing Street,

11th June, 1894.

Sir,—I have the honour to enclose, for your information and for purposes of record, an extract from a despatch recently addressed by me to the Governor of Ceylon on the question of compensation for fall in exchange, in which I have expressed the view that in the larger Crown Colonies there would be advantage in holding periodical inquiries into the public expenditure—such inquiries to be conducted by a Committee composed mainly, if not wholly, of unofficial members of the Legislative Council. I have the honour to be, Sir, your most obedient, humble servant,

RIPON.

Governor Sir W. Robinson, K.C.M.G.,  
&c., &c., &c.

(Enclosure.)

EXTRACT FROM A DESPATCH FROM THE  
MARQUESS OF RIPON TO SIR A. E.

HA VELOCK. NO. 168, 8TH

JUNE, 1894.

\* \* \* \* \*

I am inclined to consider that in any large Crown Colony where the establishments are on an extensive scale and where in times of prosperity a certain laxity in creating vested interests may creep in, there is much to be said for inviting the Legislative Council at intervals, say of seven years, to inquire through a Committee into the public expenditure, and to submit for the consideration of the Governor and the Secretary such recommendations, in the direction of retrenchment, as they may think desirable. As a general rule I should say that such periodical inquiries should be mainly conducted by unofficial members.

\* \* \* \* \*

SECRETARY OF STATE TO GOVERNOR.

Downing Street,

14th March, 1895.

Sir,—The more important of the points raised in the report of the Retrenchment Committee

and in your covering despatch No. 201 of the 4th September last have been or are being dealt with in separate despatches, and on some you have promised further reports.

2.—For what remains I have to convey to you a general expression of concurrence in the views contained in your despatch on points of detail, and my acknowledgment of the care and attention which the Retrenchment Committee bestowed upon their report.

3.—In paragraph 10 of your despatch you propose to abolish the chief clerkship in the Post Office in preference to abolishing the appointment of Assistant Postmaster General. I incline to share your view, and unless there is a distinct public opinion in favour of the other alternative, that view can, as occasion arises, be carried into effect.

4.—Under the heading "Miscellaneous Services" reference is made to the fee of £300 per annum which has been paid to Mr. Chadwick as Consulting Engineer on the subject of water and drainage. You have since learnt through the Crown Agents that from the beginning of this year he has ceased to draw an annual stipend and will be paid the usual professional charges for such references as may be made to him.

5.—You state that you contemplate the concentration of all the Government offices under one roof. I shall, of course, be ready to consider any specific suggestion of the kind which may be made, but I fear that any such rearrangement would involve great expense.

6.—The recommendation of the Committee, which you support, "that no further increase either in salaries or in offices be made in future until a full and independent inquiry has been made and the necessity for the same established beyond doubt," is probably too broadly stated to be carried out in its entirety. That the expenditure of the colony, and especially the expenditure on offices and appointments should be rigidly scrutinised, is the wish of all who are in any way responsible for its welfare; and one safeguard I suggested in my despatch No. 84 of the 11th of June last, taking the form of periodical inquiries by committees composed mainly if not wholly of unofficial members.—I have the honour to be, sir, your most obedient, humble servant,

RIPON.

Governor Sir W. Robinson, K.C.M.G.,  
&c., &c., &c.

SECRETARY OF STATE TO GOVERNOR.

Downing Street,

2nd July, 1895.

Sir,—I have the honour to acknowledge the receipt of your despatch No. 167 of the 21st of May last and to approve generally of your giving effect, as occasion offers, to the recommendations of the Retrenchment Committee so far as they affect the clerical staff of the various Government Departments.—I have the honour to be, sir, your most obedient, humble servant,

J. CHAMBERLAIN.

Governor Sir W. Robinson, K.C.M.G.,  
&c. &c., &c.

GOVERNOR TO SECRETARY OF STATE.

Government House,

Hongkong, 12th July, 1895.

Sir,—I have the honour to transmit herewith a communication from the Director of Public Works regarding the salaries of certain members of the staff of the Public Works Department.

Though I am inclined to concur in the view of the Director of Public Works that the Assistant Engineers are inadequately paid, I regret that I am unable to recommend the increases proposed, as I do not consider the circumstances of the colony are such as to justify increase in salaries at the present time.

It is only right also to point out that the Retrenchment Committee, which has only recently finished its inquiries into the expenditure of the Public Works Department, while calling attention to the large cost of the staff of that department, made no recommendations as to increasing the salaries of any of the officers mentioned by the Director of Public



Works.—I have the honour to be, Sir, your most obedient, humble servant,

WILLIAM ROBINSON.  
The Right Honourable Mr. J. Chamberlain,  
M.P., Her Majesty's Principal Secretary  
of State for the Colonies, &c, &c, &c.

(Enclosure.)

DIRECTOR OF PUBLIC WORKS TO  
GOVERNOR.

Public Works Office,  
Hongkong, 25th May, 1895.

Sir.—In reply to your circular No. 37, I have the honour to forward you herewith the usual statement for the preparation of the establishment estimates for 1896.

As will be observed, it is practically the same as that of 1895, with one or two alterations, the authorities for which are given in the column headed "Remarks."

2.—I have, however, received applications for increase of salaries from some of the officers, viz., Messrs. Chatham, King, Tse Tsan Tai, Chan Kam To, and Cheong Yau; these are attached.

3.—In submitting these applications, I request to be allowed to bring the following facts to the notice of His Excellency the Governor and respectfully urge that the question of increasing the salaries of the engineering staff receive the favourable consideration of His Excellency the Governor.

4.—On reference to Colonial Office Despatch No. 243/89, it will be seen that His Excellency Sir William Des Vœux, in his despatches 234 of the 27th July, 1889, and 318 of 5th October, 1889, at the time of the reorganisation of this department, recommended salaries even at the then rate of exchange considerably in excess of those now attached to the offices.

5.—When the rates paid to engineers and architects in private practice in this colony, of which the Government have had a striking illustration in connection with the recent Taipingshan Arbitration, are considered, and that the Municipal Engineers of Singapore and Shanghai receive salaries much in advance of that paid to the Director of Public Works in the colony, I feel sure that His Excellency the Governor will not consider that the salaries proposed by Sir William Des Vœux were excessive.

6.—I would further point out that the remuneration received by the senior engineering staff of this department does not seem, when compared with the nature of the work performed and the expenditure on Public Works including Colonial and Municipal, equal to that paid to officers in similar positions in other colonies.

7.—On reference to my annual reports, it will be seen that the average expenditure on public works is about \$500,000 per annum, to this must be added the expenditure on the Praya Reclamation, as the Director of Public Works is the responsible engineer for this work (though more or less of a private nature), amounting to about \$250,000 per annum, making a total of \$750,000 annually.

8.—In addition to the whole of the public works, as there exists no municipality in this colony, the whole of the routine work usually performed by Municipal Engineers and Surveyors falls to this department.

9.—Further, it must be borne in mind that the growth of this colony frequently leads to this department being called upon to make reports and conduct survey work, the actual expenditure on which forms no criterion of the work involved, and more particularly as these reports are of such a miscellaneous nature as often to cause special consideration and a much more general knowledge of engineering than is possessed by most engineers at the present day when almost every branch is becoming a speciality.

10.—The importance, therefore, both as to the efficiency and the quantity of work done, of retaining the services of capable men who not only have thorough knowledge of the local conditions but are also well in touch with the work of the department in all its branch, is obvious.

11.—I may mention that I have already received inquiries as to one of the engineers for an appointment at a salary of £700 a year, and it can hardly be expected that men will be content to stay here year after year at the same

salary knowing that every year's experience adds to the value of their services.

12.—The annual reports and my report on the report of the Retrenchment Committee, I venture to think, are conclusive as to the capability and loyalty of the present staff, and the amount of work done by comparatively a small staff and one numerically less than that recommended by Sir William Des Vœux, who, in recommending the staff he did, expressed a doubt if even that would be found sufficient in the immediate future; that it has been found sufficient is due to the capabilities and industry of the present staff, I have not the least hesitation in asserting.

13.—In forwarding Mr. Chatham's application I therefore submit to the favourable consideration of His Excellency the Governor the salaries of Messrs. Chatham, Tooker, Crook, Drury, Gibbs, Hazeland and Xavier be increased, the two latter especially in the event of their not receiving exchange compensation, to which I am afraid Mr. Xavier has no claim under the regulations.

14.—I also submit Mr. King's application for an allowance for his knowledge of Chinese to favourable consideration. The result of his exertions and knowledge of Chinese is especially evident in the satisfactory collection of squatters' fees during recent years, as recorded in my annual report for 1894.

15.—The applications of the two Chinese Clerks, Mr. Tse Tsan Tai and Mr. Chan Kam To, and Mr. Cheong Yau, are also, I think, worthy of consideration, and I would submit, for the favourable consideration of His Excellency the Governor, that their salaries be increased to \$528, \$408, and \$396 respectively. —I have the honour to be, Sir, your most obedient servant,

FRANCIS A. COOPER,  
Director of Public Works.

The Honourable The Colonial Secretary.  
(Here follow the applications of the officers named.)

SECRETARY OF STATE TO GOVERNOR.  
Downing Street,  
3rd September, 1895.

Sir,—I have the honour to acknowledge the receipt of your despatch No. 222 of the 12th of July last, forwarding a recommendation from the Director of Public Works that the salaries of certain members of his Department should be increased.

I concur in the views on this matter which are expressed in your despatch, and regret my inability to comply with Mr. Cooper's recommendation.—I have the honour to be, Sir, your most obedient, humble servant,

J. CHAMBERLAIN.  
Governor Sir W. Robinson, K.C.M.G.,  
&c., &c., &c.

UNDER-SECRETARY OF STATE TO THE  
GOVERNOR.  
Downing Street,  
21st July, 1896.

Sir,—With reference to the correspondence noted in the margin I have the honour to enclose for your consideration and report a copy of an application for increase of salary from Mr. Chatham, Executive Engineer in the Public Works Department, Hongkong, and I shall be glad to know whether or not you consider that his pay should be increased.—I have the honour to be, Sir, your most obedient, humble servant,

EDWARD WINGFIELD,  
(for the Secretary of State).  
Governor Sir W. Robinson, K.C.M.G.,  
&c., &c., &c.

(Enclosure.)

MR. CHATHAM TO UNDER-SECRETARY OF  
STATE.  
25, Pitt Street, Edinburgh,  
25th July, 1896.

Sir,—Having completed six years' service as Executive Engineer in the Public Works Department, Hongkong, I take the opportunity of being here to lay before you my claim for an increase of salary, as Mr. Lucas, with whom I have spoken on the subject, informs me that such a course would be permissible, and to support the same with the following statement.

2.—My permanent salary remains the same as at the date of my appointment, namely, \$300 per month.

3.—During the period of six years I have had principal charge, under the direction of the Honourable F. A. Cooper, of works costing in the aggregate over \$800,000. These works, of which I enclose a detailed statement, have been of a varied nature, and some of them of considerable magnitude and importance, including the Central Market. Mr. Matthews, of Messrs. Goode, Son & Matthews, when in Hongkong inspected that work, and I feel sure he will be pleased to testify to the excellence of it.

4.—I would particularly direct your attention to the fact that in no case has the cost of the work exceeded the amount of the vote, and in several instances there has been a considerable saving.

5.—I would also point out that acting appointments are not open to me as they are to officers in other departments, and the opportunities of promotion are limited.

6.—In conclusion, I would quote a statement which Sir George O'Brien placed on record regarding me before he left the colony (C.S.O. 946/1894), having had occasion to frequently consult me as Acting Director of Public Works during the absence of the Honourable F. A. Cooper:— "I have found him not only willing to be of every assistance in his power, but prompt, painstaking, with a clear apprehension of points at issue, and generally satisfactory. Of his professional qualifications and value, in a technical sense, I am of course incompetent to judge, but Mr. Cooper has a good opinion of them."—I have, etc.,

(Sd.) W. CHATHAM.  
The Under-Secretary of State for the Colonies.

GOVERNOR TO SECRETARY OF STATE.  
Government House,

Hongkong, 21st October, 1896.

Sir,—In reply to your despatch No. 64 of the 31st July, I have the honour to state that after careful consideration of a report by the Director of Public Works, of which I enclose a copy, I am of opinion that Mr. Chatham deserves an addition to his salary of, say, \$600 a year. I must add, however, that Mr. Tooker of the same department has claims equal to those of Mr. Chatham to an increase of pay, and I hope that you will accordingly sanction an increment of \$50 a month in the salaries of both these officers.—I have honour to be, Sir, your most obedient, humble servant,

WILLIAM ROBINSON.  
The Right Honourable Mr. J. Chamberlain,  
M.P., Her Majesty's Principal Secretary of  
State for the Colonies, &c., &c., &c.

SECRETARY OF STATE TO GOVERNOR.  
Downing Street,  
25th November, 1896.

Sir,—I have the honour to acknowledge the receipt of your despatch No. 213 of the 21st ult. I approve of your increasing the salaries of Mr. Chatham and Mr. Tooker by an increment at the rate of \$600 per annum in either case from the 1st of January next.—I have the honour to be, Sir, your most obedient, humble servant,

J. CHAMBERLAIN.  
Governor Sir W. Robinson, K.C.M.G., &c., &c.

SECRETARY OF STATE TO GOVERNOR.  
Downing Street,  
30th October, 1896.

Sir,—With reference to your despatch No. 222 of the 21st ultimo, forwarding copies of letters from the Government Marine Surveyor and the Assistant Government Marine Surveyor praying for additions to their salaries, I have the honour to request that you will inform me what are your own views as to the merits of these applications.—I have the honour to be, Sir, your most obedient, humble servant,

J. CHAMBERLAIN.  
Governor Sir W. Robinson, K.C.M.G.,  
&c., &c., &c.

SECRETARY OF STATE TO GOVERNOR.  
Downing Street,  
13th January, 1897.

Sir,—I have the honour to acknowledge the receipt of your despatch No. 273 of the 8th



ultimo suggesting that the emoluments of Mr. R. C. Dixon, Government Marine Surveyor, and of Mr. J. Macdonald, Assistant Marine Surveyor, should be increased by granting them as gratuities and without exchange compensation the fees earned by them in respect of overtime work.

2.—With regard to the question of allowing fees for overtime work, I would refer you to the letter from the Board of Trade of the 7th June, 1882, a copy of which was forwarded to the Governor of Hongkong by Lord Kimberley in his despatch No. 137 of the 27th June, 1882, and I would add that the general policy of the Government Service is opposed to payment being made partly by fees and partly by salary.

3.—But, though I am unable to assent to your present proposal, I shall not refuse to entertain the question of an increase of salary being granted to the two officers in question when they have had somewhat longer service, should their work continue to increase and should their services continue to give satisfaction.—I have the honour to be, sir, your most obedient, humble servant,

J. CHAMBERLAIN.

Governor Sir W. Robinson. K.C.M.G.,  
&c. &c. &c.

#### TRANSIT PASS TRADE IN KWANG- TUNG AND KWANGSI AND THE OPENING OF THE WEST RIVER.

BY THE PIONEER TRADER.

As some misunderstanding seems to exist in the minds of the public in regard to the circumstances of the transit pass system in the two Kwang and the consequent opening to trade of the West River I think it right, in justice to myself, to place on record the actual facts of my experience in connection with the matter and the discourtesy extended to me by the Hongkong General Chamber of Commerce over it; and while I have great hesitation in coming forward to blow my own trumpet I feel that the time has arrived for something to be done and the truth to be published to the world.

It is as far back as 1892 that I, among others experienced losses over goods seized while under transit pass at Wuchow. In that year I called on the Prefect there, and although most friendly he explained that he was under the immediate orders of the Viceroy of the two Kwang and any complaint had to be presented to him. I returned to Canton and placed my case before Mr. Watters, then Acting Consul-General, but after endless interviews and correspondence I got no redress. I then addressed the Chamber of Commerce and acquainted them with all details of the case, but got no acknowledgment until after three months, and then it merely said "will look into the matter." I have heard nothing since. I also wrote H.M.'s Minister, Sir N. O'Connor, but although he acknowledged receipt of my letter that was the last I heard of it, so had to pocket my loss and look pleasant, but with the firm determination of biding my time.

In the autumn of 1895 the present Secretary of State for the Colonies, Mr. Chamberlain, asked for an enquiry to be made into the falling off of British trade in the East, and appointed Mr. Byron Brennan, H.M.'s Consul in Canton, as Special Commissioner to visit the different ports of China and Japan and report. I felt that my time for revenge against the officials had arrived if H.M.'s Government gave me an opportunity of pressing the transit pass trade. For this purpose I interviewed Mr. Brennan in Canton and explained my desire to take cargo under transit pass to Wuchow if in the event of any interference with the sale or obstruction in any way I should have his support. He frankly pointed out the probability of petition up country, but promised that in the end the cargo would go to a good market. He also reminded me that in the event of my being successful in establishing the transit pass trade everyone would have the same privilege and I should have no advantage over others in the future. Of this I was naturally aware, but I had made up my mind that if I escaped loss, which I could not afford, I was willing to bear the risk of being laughed at for my pains on my return if I was unsuccessful, or receiving the thanks of the

interested community if I attained my object. I told Mr. Brennan so, but as he was leaving for the north on his new appointment the matter was left in the care of Mr. E. H. Fraser, who took over charge of the consulate, and needless to say it could not have been given into better hands. I returned to Hongkong and purchased what cargo I considered suitable for the Wuchow market as far as my limited means would allow. I left Hongkong again with about \$3,500 worth of British piece goods and cotton yarn on the 26th December, 1895, and arrived in Wuchow on 1st January, 1896, my cargo boat having been towed up the river by a steam launch. Before leaving I was quite aware that the Chamber of Commerce had a guarantee fund for the purpose of making a test case over the transit pass question, and my reason for not applying for their support at the time may be understood when I considered myself, and do so still, that I was the best man that could be chosen for the work. I know all the ins and outs of the Treaty in regard to transit passes as well as being at home in every detail of the Foreign Custom-house business. After giving my views to the Committee I should have had to accept their terms of remuneration or, after getting the information, they might have appointed someone else and thus destroyed my object. Again, I did not wish to be under the direction of men, and subject to their control, who were all more or less ignorant of the matter, which I had to carefully and delicately handle. I felt that my hands could not be tied under the circumstances and that I must sink or swim at my own risk and expense. It may, however, here be stated that this guarantee fund of the Chamber existed since 1894, and although about two years had elapsed, either through apathy or indifference to the important question which the members entrusted to the care of the Committee nothing had been done or attempted, and I believe and maintain that had it not been for my own exertion to uphold treaty rights the matter would have been at the moment in *statu quo*. From the last published report of the Committee the guarantee fund has been cancelled. The cause is apparent. For shame be it said that the work has been done by an individual who has scarcely been recognised in the commercial world, nor so far thanked, to put payment aside, for his services or the loss he has sustained in the interests of the commercial world of Hongkong.

But to continue. The obstruction to the sale of my cargo by the chief officials at Wuchow, acting under instructions of the Viceroy of Canton, is well known, and I need not enter into detail here. Sufficient it is to say that numerous letters and telegrams passed between H.M.'s Acting Consul in Canton and myself on the subject and by him to H.M.'s Chargé d'Affaires (Mr. Beauchamp) in Peking, who in turn referred it to the Foreign Office in London, and negotiations were steadily going on towards a settlement of the question when about the middle of February I received a letter from Mr. Fraser informing me that the Hongkong General Chamber of Commerce had been interesting themselves on my behalf and making enquiries into the nature and subject of my case. I took the first opportunity of writing to the Secretary and thanking the Committee for their kind enquiries and at the same time placing my position before them. As negotiations proceeded a serious hitch took place, when I again addressed the Chamber and sent them copy of a proclamation which had been issued by the Wuchow Prefect against the principles of the transit pass trade as provided for in the Treaty of Tientsin. I had, however, forwarded this proclamation in the meantime to Mr. Fraser, as was my duty, and by the time the copy had reached Hongkong the contents had been received at the Foreign Office in London through Peking and instructions returned for my case to be settled and the Tientsin treaty upheld without further delay. Later on a meeting of the Chamber was called at which it was decided to despatch a telegram to H.M.'s Minister for Foreign Affairs about my case, and a prompt answer was received that "instructions had been sent to Peking." The good intention of the Chamber was therefore money wasted, but under the circumstances it was their duty to take advantage of the opportunity afforded to push a case

which I, with the great help of H.M.'s Acting Consul, had proved to be a clear and distinct breach of treaty stipulations. Towards the end of March, I was allowed to sell my cargo and the transit pass system in Kwangtung and Kwangsi, which had always been opposed by the officials, was admitted and practically settled. I returned to Canton and was asked by Mr. Fraser to send in my claim for detention and expenses without delay. The day after I returned to Hongkong Sir Claude MacDonald, H.M.'s Minister to China, passed through on his way to take up his appointment at Peking and it was during his stay here and on all subsequent reference to my case by the Chamber of Commerce that the unbounded selfishness of the Committee is apparent, and the subject of this letter, the unheard of injustice to myself. There were meetings, dinners, speeches galore to welcome the new Minister by the China Association and the Chamber, and the principal topic on each occasion was the test transit pass case and the opening of the West River, but never a plate of soup or one word of thanks was offered to the man who had spent three months up-country in bad weather, and encountering hardships which few can understand, to secure, and did secure, what the Chamber of Commerce, although backed up by money and guarantees, had failed to do.

In a word, the Committee of the Chamber of Commerce took all the credit to themselves for what had been done and I fully believe that Sir Claude believes to this day that the so-called test case was conceived and carried out under the auspices, direction, control, and expense of the Hongkong General Chamber of Commerce. I hope and trust that this statement of the truth will come before him. I had fully expected to be asked to meet His Excellency in Hongkong, but it would appear that my presence might in some way or other have cast a damper over the long winded speeches and self-praise which were indulged in about the grand work both Associations had achieved during the year. All rubbish! It's a grand thing to scratch one's own back; some people like it when they are not interfered with, but in order to avoid this unpleasantness the motto of the day was "Scratch my back and I'll scratch yours."

After I considered that the effects of the festivities had died away I addressed the Committee of the Chamber asking them to suggest the amount of indemnity that I should claim from the Chinese Government for personal detention at Wuchow, inconvenience, and loss of business, and if they would give such claim their support. I received their answer through the Secretary about a fortnight later—they are business people and apparently an improvement on the Committee of three years before—informing me that the question of the amount of indemnity to be claimed was out of their province to decide, &c., &c. They had got all they wanted out of me and I was of no further use. I had again to continue to follow up my case single handed and alone. The correspondence over the amount of my claim between Mr. Fraser and myself is of no importance to the subject, but to cut the matter short I received about \$2,180 for what I asked considerably more for. This includes one item of \$600 for loss of market, and when \$1,500 has to pay for hire of houseboat, pay and keep of Chinese staff, postages, and telegrams, for three months in the winter at Wuchow, it can be understood that there was little left for my own pocket to compensate for the loss of business in Hongkong. I have it on the best authority that had the Chamber of Commerce supported my claim at Peking I should not have received less than \$5,000.

Although I had proved that English piece goods could be sent up country under transit pass I felt there might still be some difficulty with other cargo, such as kerosine oil, from which a large proportion of the internal revenue is derived. In order, therefore, to complete my task of carrying the transit pass system through in all its branches in the two provinces, I embarked on another venture of 3,000 cases kerosine (Comet) for the old spot on the West River (Wuchow), but before leaving Hongkong I had a large obstacle to contend with, viz. the transport of kerosine from Hong-



kong to Canton. I must point out that no transit pass can be obtained in Canton unless the cargo is imported by foreign ships. At that time there appeared to be an understanding among the shipping companies trading to Canton that no kerosine should be carried. I called and enquired at every shipping office in the trade to obtain carriage for my oil, but was refused space at any price. Among them might be mentioned Messrs. Jardine, Matheson & Co. "He that will to Couper man to Couper," so I purchased an old South Sea Island schooner, got her registered so that she could carry a flag, got her towed up to Canton, where I obtained transit passes in equal quantities to the principal centres of trade in Kwangsi, viz., Kwileinfoo in the north, Lowchowfoo in the west, and Namningfoo in the south. The schooner, which was named the *Wuchowfoo*, returned to Hongkong, where she was wrecked in the typhoon of 29th July last year, when the Captain (Jay) was drowned. However, I proceeded with my cargo up the West River, and, with the exception of a threatened attack from pirates, I arrived safely at Wuchow after a passage of nine days from Canton, and again my trouble began. The kerosine oil farmer, who before this collected 30 cents per case on all kerosine which passed through Canton, despatched a steam-launch to Wuchow to warn all merchants not to buy my oil under threat of their being fined and their shops closed. I put myself at once into communication with Mr. Fraser, and through his representations with the officials the farmer's steam-launch was withdrawn and I was informed by the Prefect there would be no further trouble. However, confidence was not easily restored among the dealers. I despatched the three consignments into the interior, each in charge of one of my servants, but after ten days I could not get an offer for the portion retained for sale at Wuchow (about 1,500 cases). A new idea struck me. I had a large signboard printed in large Chinese characters meaning something to the following effect:—"John Andrew, foreign merchant, dealer in kerosine oil, single cases for sale." On the first day I sold five cases singly, and continued selling in small quantities for six weeks, the largest quantity at one time being ten cases. By this time confidence was restored and the large dealers came forward and in a few days I was rid of the whole cargo, my detention on this occasion being about two months. My servants from Kwelim and Namning returned in due course with the proceeds of their consignments, having experienced no difficulty. At Lowchow my man met with considerable obstruction and detention, but eventually, with Mr. Fraser's help again, he came back with the money. I felt pleased at the successful termination of my trip, although by no means a paying one, but I looked forward to obtaining a good market and speedy clearance on another cargo which I intended to bring up at once. It was towards the end of August that I left Wuchow, and on the following morning one might imagine my surprise to meet five cargo boats deeply laden with kerosine oil, each adorned with the house flag of Messrs. Jardine, Matheson and Co. and escorted by a European in a batow boat. All my hopes of recouping my loss on the first venture were crushed: to place 3,000 cases on the top of what I had already sold meant about two months' supply on the then small market of Wuchow. I never felt smaller in all my life, and although I had no reason to complain about other people taking advantage of work I had volunteered to do, I do most bitterly complain that I was not treated fairly. These 3,000 cases belonging to the Ewo firm had been brought up to Canton by one of the Indo-China steamers and I naturally had a grievance at their accepting freight from others that they firmly and distinctly refused to me. Had I been granted the same privilege I would have saved the loss occasioned by the wreck of the *Wuchowfoo* and the life of one European would have been spared.

With the market of Wuchow closed to me with kerosine I decided to try green fields and pastures new and accordingly started up the North River with kerosine towards the end of the year. The first venture was 2,500 cases and although I met with considerable detention on the first occasion by official obstruction at Sewchowfoo, to the north

east of the Kwangtung Province, I finally succeeded, with Mr. Fraser's aid, in getting the Prefect to issue proclamations sanctioning free sale of kerosine oil and other cargo arriving under transit pass. I also visited Lienchow, in the north-west of Kwangtung, where I met with the same success. I then felt that my duty was done and returned well pleased with the object attained. Had I not, however, received the substantial support, which I did, from H.M.'s Acting Consul at Canton, Mr. Fraser, my endeavours would have been wasted in vain. To him and his superiors in Peking I owe my deepest gratitude.

The question of the inward transit pass system having been settled arrangements were also carried, under certain rules, for outward transit pass goods. This I had nothing to do with, but the one had to follow the other, so I cannot be blamed for taking credit for both, and there is not a merchant in Canton of any importance who does not take advantage of either one or the other or both. Take one or two German firms, for instance: they have traced my footsteps so fine that in order to convey kerosine oil from Hongkong to Canton, and bound under transit pass, for places on the North River, have either for themselves or acting for Chinamen, purchased Chinese junks and obtained a register under the British flag in order to secure cheap transport.

My explanation is almost done. The question which might naturally arise is, "What about the opening of the West River?" In answer to this I can merely say that I selected Wuchow on the West River as my base of operations over the transit pass case knowing that H.M.'s Government only wanted some excuse for insisting upon the Chinese opening the river to trade. I found the excuse and it might have been years before such another opportunity turned up. The Chamber of Commerce were good enough to mention in their last annual report that "Mr. Andrew's claim against the Chinese Government had been settled satisfactorily." Where they got their information from I don't know, but if the case was settled no thanks are due to them. If under the heading of "Opening of the West River" in the same report they had expressed their thanks for the good work I had done it would have been more to the point. I am not, however, a member of the Chamber, but it might have been a proper thing on the part of the Committee to ask me to become one. I may almost say that I have met with more obstruction, opposition, and competition from the European mercantile community of Hongkong in carrying out the transit pass system than I did from the Chinese officials. The weakest must go to the wall and I suppose I must take a back seat among all the wealthy merchants who now make use of transit passes, but I have had my say and the arm raised for Justice and Mercy.

JOHN ANDREW.

Hongkong, 27th August, 1897.

### THE PUNJOM MINING CO., LIMITED.

The Secretary of the Punjom Mining Co., Limited, advises us that he has received the following progress report from the Manager at the Mines on work carried on at Punjom during the month of July:—

August Shaft 200 ft. Level.—Fair progress has again been made in sinking this shaft below the 200 feet level, 28 feet having been completed during the month. Better progress than this even would have been made but for a hard bar of ground which came into the shaft at the latter end of the month.

The ground is again favourable for further sinking and I am in hopes of seeing the sinking completed to the 315 feet level and the cross-cut commenced by about the end of the coming month. We are still able to handle the water by buckets, but as soon as the cross-cut is sufficiently advanced the pump will be put in use.

The total depth of the shaft is 293 ft. 6 in.

In the stopes to the west of the new shaft the reef is very strong and occasionally shows patches of ore carrying free gold, but taken as a whole the ore is very poor. We have not succeeded in finding any pockets of value during the month, but as the character of the reef is

patchy we may get them as we slope out the ground. The reef is terribly hard, and is letting out a quantity of water, hence we do not win nearly the quantity of ore one might expect to get from such a big reef.

The Chinese miners make but a very poor showing in such hard ground and as we may expect this kind of ground as we go deeper the question of introducing rock drills will soon have to be considered.

If the reef when found in the level we shall soon be opening at 300 ft. warrants the outlay at least three drills should be got at once.

Intermediate Level.—The drive here to go up to the north shaft has been extended 36 feet, making its total length 70 feet 6 inches. Of course you will know that the object in driving this level is to prepare for working the reef seen to the west of the new shaft at the 200 feet level.

110 feet Level.—The stopes above this level have again given their usual quantity of ore for the mill, but I regret to say the quality is not very good. Another month will see these stopes almost, if not quite, exhausted.

North Shaft.—Owing to a great influx of water, work had to be suspended here in the early part of the month, hence only 2 feet have been sunk. We are now fixing the Evans pump and hope to have it completed and sinking resumed within the coming week. We have made some important alterations to the pump itself so as to do away with the necessity of sending the steam cylinder down in the shaft.

The total drive for the month is 205 feet 6 inches; ore mined, 450 tons.

Milling.—This was carried on during 31 days, crushing 450 tons of ore from the mine yielding 135 ozs., and 1,861 tons of headings yielding 197 ozs. 6 dwts. of smelted gold.

Calcining Works.—These works treated 45 tons of concentrates for a yield of 45 ozs. of smelted gold.

Cyanide Works.—These works ran 26 days treating 630 tons of tailings for a yield of 305 ozs. 10 dwts. of bullion valued at £14s. 4½d. per oz.

General.—The usual attention has been given to all work coming under this head and everything kept in good order.

Labour.—The supply of this continues to be fairly plentiful.

Health.—This has been fairly good.

Rainfall.—The total rainfall for the month is 9½ inches.

### THE EUREKA AND QUEEN MINES.

Messrs. John D. Humphreys and Son, the General Managers, inform us that they have received the following telegram, which has reference to the Eureka mine at the 240 foot level:—"Estimated the width of the reef is five feet; has the appearance of good body of ore."

The following reports were received by yesterday's mail:—

NEW BALMORAL GOLD MINING CO., LIMITED.  
Mount Macdonald, 6th August 1897.

Queen Mine.—Fair progress is being made by the contractors for sinking the main shaft; they have now sunk a total of 82 feet, leaving 18 feet to complete their contract. The ground is fairly good, continuing dry, and unless a decided change takes place, we advise that the sinking be continued after completion of the contract.

Balmoral Mine.—The tributors on G.L. 5 are now raising stone, which will be crushed next week, when its value will be proved. The stone raised shows gold.

We have started two men on G.L. 6 known locally as the "Tru-Blue," and have commenced to drive a tunnel to get under some old workings where formerly good gold was obtained, but owing to a heavy inflow of water they were abandoned. By tunnelling, this difficulty will be overcome, and there is every probability that we may meet with good stone.

P. pro. JOHN D. HUMPHREYS & SON.  
C. J. WILLMOTT.

OLIVERS FREEHOLD MINES, LIMITED.

Mount Macdonald, 6th August, 1897.

Eureka Mine.—Since reporting on the 23rd ult. work in the various portions of the mine has been going on most satisfactorily, and the developments are most encouraging. At the 200 feet level the drives north and south on the



reef are being pushed ahead. The north drive now totals 125 feet in, reef 10 feet wide and showing gold. The south drive totals 85 feet, with reef 5 feet wide and showing gold. At the 150 feet level the drive north on the reef is in 95 feet and a decided improvement has taken place here, the reef having widened out to 25 feet, and shows gold throughout. Driving south at this level will be resumed in a few days. As stated in a previous report we are at present doing a lot of progressive and developing work, raising sufficient stone to keep the old battery constantly going and getting ready to largely increase the output as soon as the new battery is ready. The main shaft has been sunk a total of 38 feet below the 200 feet level, and timbered 32 feet. Nice country is coming in on the east side of shaft (the side in which we will strike the reef) and we expect to strike reef in the ensuing fortnight. The air and mullock shaft has been sunk a total of 92 feet. We have got below the old workings, and are sinking on reef, which is over 1 foot wide and shows gold. We have had two men prospecting on G. L. 35 and a mining tenement adjoining. We have now started them to enlarge and repair the underlay shaft on G. L. 105 recently acquired. The shaft is sunk on the reef which is from 2 to 3 feet wide between two splendid walls and averages about  $\frac{1}{2}$  oz. per ton. As soon as the repairs are completed we will start sinking with a view to proving the reef at a greater depth. The present depth is 35 feet. Olivers Battery is being kept constantly going on Enreka stone, but as you are aware from its worn out condition the quantity we are able to put through is far from satisfactory. This, however, will soon be remedied. The extra Watson and Denny pan has been erected and the small engine to drive the four pans is in course of erection. Everything is being got ready for the removal of the old battery and the erection of the new one on its arrival.

p. pro. JOHN D. HUMPHREYS & SON.  
C. J. WILLMOTT.

### CORRESPONDENCE.

[We do not hold ourselves responsible for the opinions expressed by our correspondents.]

#### HON. F. H. MAY ON MEDICAL INSPECTION AND SURVEILLANCE.

TO THE EDITOR OF THE "DAILY PRESS."

SIR.—I notice that in your leading article of the 27th August, you quote my remark made at the last meeting of the Sanitary Board regarding Swatow coolies going to Canton in an entirely wrong connection.

I quoted the instance of coolies from Swatow evading the proclamation which prohibited Chinese from that port entering the colony, by going to Canton direct and then transshipping for this port, to show how easily might be evaded Dr. Clark's proposed system of obliging passengers from an "infected" port (Swatow was an infected port and Canton was not in the above instance) to enter into a bond that they will submit to "surveillance" for 10 days after landing in the colony.

"Surveillance" is the very essence of the system of medical inspection which Dr. Clark advocates, and it is the surveillance on shore of passengers landing out of an infected ship, or arriving from an infected port, that some, including myself, regard as impracticable here.

In your article above referred to, and in Dr. Hartigan's letter, the word "surveillance" is not even mentioned. Both contributions therefore to the discussion of the question at issue are in my opinion valueless since they do not touch the real point of the matter.—I have the honour to be, sir, your obedient servant,

F. H. MAY.

Hongkong, 28th August, 1897.

Referring to the recent gold discoveries in Alaska the *Mercury* says:—A correspondent writes from Victoria, B.C., stating that the son of a well-known Shanghai resident has lately realised there a comfortable little fortune of \$175,000 gold.

### ATTEMPTED ESCAPE OF PRISONERS AT MACAO.

From the *Echo Macaense* we translate the following account of a recent attempt at gaol-breaking at Macao:—On the morning of the 27th August, repeated reports of firearms were heard in the public gaol. On investigation it was found that nine Chinese prisoners who were confined in a cell on the ground floor separated from the rest of the prison by a passage had tried to break out of prison and had treacherously assaulted the soldier who was on sentinel duty in the next corridor, throwing a brick at him which struck him on the head and prostrated him. They made a rush for the door leading into the street, but the soldier who had been attacked was able to raise the alarm and attract the attention of the guard. Happily the sergeant had the idea of immediately locking the street door, so that when the prisoners arrived in the yard they found their project of flight frustrated. They then rushed towards the armoury in order to possess themselves of arms. Here a hand to hand struggle took place between the prisoners and the corporal and some soldiers. One of the latter knocked a prisoner down with the stock of his rifle. The corporal and the other soldiers fired a number of shots, and the prisoners, seeing two of their number fall, gave up their attempt and retired. When a reinforcement from the water police arrived the prisoners were sought for and were found hiding under the soldiers' beds. On being brought out it was found that of the nine no fewer than seven were wounded, two of them seriously. On the part of the guard only one soldier was wounded. Two Mahrattas and two lukongs proved themselves useless on the occasion, were seized with trembling, and did not even think of using their rifles until the sergeant threatened to shoot them. Of the seven wounded prisoners one has died in the military hospital, another has had a leg amputated, and one is dangerously ill from the effects of his injuries.

### CABLE COMMUNICATION IN THE PHILIPPINE ISLANDS.

The official Madrid *Gazette* of 10th April last publishes the text of the convention concluded on that day between the Spanish Government and The Eastern Extension, Australasia, and China Telegraph Company, Limited, for laying a cable in the Islands, connecting Luzon with Panay, Panay with Negros, and Negros with Cebu, and we give a translation of its principal clauses as follows:—

The cables will be three in number, the first from Lucena (Luzon) to Copiz (Panay); the second from Iloilo (Panay) to Bocolod (Negros); and the third from Escalante (Negros) to Tuburan (Cebu), and the whole must be completed within nine months of the concession being granted, or not later than the 10th January, 1898, otherwise the contract will be cancelled, and the deposit for guarantee (100,000 pesetas—\$5,000) will be forfeited.

The concession is exclusive for 20 years, during which the Eastern Extension Company undertakes to work the lines aforesaid for their account and risk, receiving from the Government an annual subvention of four thousand five hundred pounds sterling (£4,500), payable in monthly instalments by the Philippine Treasury.

On the termination of the 20 years, the Company can continue working the lines for their own account and risk, but without any Government subsidy, and the Government will then be at liberty, if it suits them, to lay cables themselves along the route, or permit a competing Company to do so.

The uniform tariff per word along the line will be half a franc, the Government collecting five centimes of a franc extra per word for the land lines connecting the cables, which are the property of and worked by the Government.

Official despatches at half price.

The Eastern Extension Company will pay the Government 10 per cent. of their tariff receipts, after allowing for a deduction of the sum of six thousand pounds (£6,000) annually estimated cost of keeping the cable in working

order, and all other expenses incurred by the service.

The Eastern Extension Company will defray all expenses of cost and laying of the cables but all material will be admitted into the country free of customs import duty.

The Eastern Company will provide their own employés, who will work the line without any intervention by the Government beyond the ordinary police supervision for the maintenance of order.

These terms are, as will be seen, very favourable for the Eastern Company, who have all the necessary material within reach, and the cables are to be laid during September and October, we hear.

The benefit to the country will be of course incalculable, and a large increase of trade is confidently expected, a good percentage of which will be extended to Hongkong, the China Coast, and Japan, where there is a large consumption of Philippine sugars and other produce. Increased imports from China will also take place, and the subsidy granted by Government will very soon be more than covered by increased customs receipts due to rapid communication with the outside world.

The Eastern Company is to be congratulated upon having secured a very satisfactory contract, with the hitherto unusual privilege of working a line in a foreign country without the intervention of the ruling powers, and from the liberal treatment now accorded to foreigners who are desirous to work mines and other industries in the Philippines, we look upon the Eastern Company's cable as the precursor of many other valuable enterprises at no distant date.

### MACAO.

[FROM OUR CORRESPONDENT.]

Macao, 27th August.

It is rumoured here that Mr. Alfredo Lello, the ex-Colonial Secretary, is to be appointed Portuguese Consul at Bangkok. In view of this gentleman's record at Mozambique, Lourenco Marques, and Macao the appointment is not exactly a fortunate one.

The Chinaman Lu Cao, who is now the head of most of the monopolies in the colony, has applied to the Government for a piece of ground opposite the Flora Gardens, to erect a statue of the late Count de Senna Fernandes. As the Government could not accept this as a public memorial the ground is to be leased and walled round, and will be laid out as gardens with a summer house, the statue being erected in the grounds. The late Count was a great patron of monopolists, and that is why the monopolists, and chiefly the Chinaman above named, wish to raise a memorial to his memory. If the statue had been to a man who had rendered some great service to the public it would have been right that a public memorial should be erected in his honour, but monopolies have brought ruin on the colony and we have all had to suffer much since this form of business was introduced. Many people would be prepared to subscribe for a statue of the man who would break up the monopolies.

At its last meeting the Leal Senado considered what should be done to stop altogether the noise made by the jinricksha traffic in the Travessa de P. Narciso. The decision, as reported in the local paper, was that three or four steps should be made in the street so as to entirely close it to jinrickshas. It is said the inhabitants of the street complained of the noise. The members of Leal Senado have shown themselves very complacent, but I wonder how many people really complained of the noise, and whether the same consideration would have been shown to the inhabitants of any other street. The closing of the street to jinrickshas will put the public in general to great inconvenience and will be a hardship on the coolies, who have found this street more practicable than the one next to it, to which it is proposed the traffic should be diverted. If the Leal Senado wanted to show consideration to the inhabitants of the street it would have been better if they had considered the making of an earth or wood pavement. The public as a rule do not complain of the noise made by jinrickshas, but of the fearful condition into which the streets are allowed to fall and the little that is done to repair them.



## HONGKONG.

The Mount Austin Hotel will be closed on the 16th inst., when the War Office will take over the fine building and convert it into military barracks. There can be no doubt about the hotel's doom, for the Secretary of State has wired stating that the Government cannot accede to the wishes of those people who petitioned for the retention of the place as a hotel, a result which everybody, including the petitioners, doubtless anticipated. The Legislative Council met on Thursday and passed two or three Bills. The police scandal has lain low this week, the only new feature being the dismissal of two Chinese interpreters. Further developments are expected.

There were 1,917 visitors to the City Hall Museum last week, of whom 146 were Europeans.

The Hongkong players have resigned both games in the cable chess match with Singapore. The victors must be congratulated upon their success.

The Ordinance to amend the Regulation of Chinese Ordinance, 1888, the Stowaways Ordinance, and the Latrine Ordinance have been approved by Her Majesty.

Messrs. Hughes and Hough on the 25 Aug. sold by auction the houses No. 29, 29A, and 31, Mosque Street, by order of the Official Administrator. The first lot realised \$2,325, the second \$2,600, and the third \$3,025.

A Chinaman who has not been quite right in his head for some time past jumped or fell from the roof of a house in Wellington Street early on Sunday morning. He was taken to the Government Civil Hospital, where he died soon after admission.

The owner of a sampan was charged at the Police Court on Saturday with being in unlawful possession of several coils of new rope and rolls of sail cloth. Inspector Hanson found the goods in the defendant's sampan. Mr. K. W. Mounsey appeared for the defence and said the prisoner's explanation was that the goods had been given to him by captains of various sailing vessels within the last two years, it being a custom amongst some captains to pay wages in kind. The Magistrate convicted the prisoner and fined him £10. Notice of appeal was given.

The band of the West Yorkshire Regiment played at the Mount Austin Hotel on Saturday evening during dinner and afterwards at a dance in the ball room. Most of the residents at the hotel had parties for the occasion and altogether about two hundred and fifty sat down to dinner, amongst those present being H.E. the Governor. The hotel and its approaches were tastefully illuminated for the occasion with Japanese lanterns and the ball room was decorated with ferns and palms. The dinner and the attendance were good and Mr. Cook, the manager, is to be complimented on the excellent arrangements he made for such a large gathering. The dance afterwards proved a most enjoyable one, and hopes have been expressed that another similar function may be arranged before the closing of the hotel. As that event takes place on the 16th September there are only two more Saturdays available.

At the Magistracy on 25th Aug., before Hon. H. E. Wodehouse, two men were charged with obtaining \$400 by means of false pretences. Mr. Gedge prosecuted and Mr. Reece defended. Mr. Gedge asked for a remand for a week on the ground that the Captain Superintendent of Police had applied to the Viceroy of Canton for the rendition of a man named Li Kam Sang. The facts of the case were that the master of the Sang Loong timber shop received, on the 14th inst., a letter from Saigon stating that a draft on the Hongkong and Shanghai Bank for \$400 had been sent to him by a firm in Saigon. He made enquiries about the draft at the Bank and found that the draft had arrived but it had been given up. Further enquiries showed that the draft had been sent by the shroff at the Bank in a letter to the Sang Loong shop, but the coolie had delivered it to the shop in which the prisoners were employed. The draft was handed to the man whose rendition has been asked for and he went and cashed the draft at the Bank. He afterwards left the colony. After hearing some of the evidence His Lordship granted a remand for a week.

The proclamation of Formosa under the quarantine Regulations is revoked.

On 24th August, a bricklayer fell from a house in course of erection in Queen's Road West and sustained such injuries that he died on his way to the Government Civil Hospital, where he was taken by the police.

The three Chinese gentlemen charged with obstructing the police were again brought before the Magistrate on 26th Aug. They were each fined \$10 and the charge of assault preferred against Sergeant Scott was dismissed. The Magistrate expressed the opinion that the sergeant had performed his duty very satisfactorily and with the greatest discretion.

Our readers will be glad to learn that Singapore has found itself able to accept the invitation of the Hongkong Cricket Club to send a cricket team up to Hongkong to meet a local team and one from Shanghai. The dates fixed are the 8th to the 13th November, and an interesting and enjoyable week ought to be spent by visitors and guests. We may usually count on fine weather in November and the ground ought to be in its best condition at that time. We are sorry to hear that there is only a slender chance of any of our friends of the Rifle Brigade being included in the Straits team, as owing to a scarcity of officers and the approaching departure of the Regiment for England it would be difficult for any of them to obtain leave.

From the *Colonist*, of Nelson, New Zealand, we regret to learn of the death of the eldest son of Mr. Squier, formerly Superintendent and of the Eastern Extension Co. at Hongkong. The *Colonist* of the 21st July says:—Wide and heartfelt sympathy will be felt for Mr. and Mrs. Squier, of La Perouse, New South Wales, who came here a few weeks ago to be with their eldest son during what turned out to be his last illness. Young Douglas Squier was not a stranger in Nelson, having been for some months in the service of the Eastern Extension Telegraph Company, at Cable Bay. During that time he made many firm and lasting friendships and became very popular with his fellow officers and all with whom he became associated, and deservedly so, for he was one of those happily constituted young fellows with whom it comes natural to practice the amenities of life and to continually be doing kindly and considerate actions. Few young men of his age had seen so much of the world as he had. Born at Hongkong, he was taken home to England by his parents at a time of life when its sights and associations were likely to make a lasting impression upon him. Later on he came out to Australia, his father having been appointed Superintendent of the Eastern Extension Company's Station at La Perouse.

In about a fortnight's time the *Guiding Star*, a new Kowloon ferry launch which has been built by the Hongkong and Kowloon Dock Company, Limited, will be put on the regular run across the harbour. The launch is strikingly different from any other launch in the harbour and until such time as the novelty of her appearance wears off she will doubtless attract considerable attention. She is a novelty only as far as this part of the world is concerned, as there are many other and larger vessels of a similar type in various parts of the British Isles. The *Guiding Star* is a double-ended ferry boat and she was most successfully launched on Monday and was christened by Mrs. Edward Osborne, the vessel sliding steadily down the ways as soon as she was released, no hitch of any kind occurring. Her dimensions are as follows:—Length 90 feet, breadth 20 feet, depth 8 feet, 6 inches. Her speed is 10½ knots. The hull is composite and her engines are compound surface condensing, the cylinders being respectively 13 inches and 16 inches in diameter, and the stroke 15 inches. There are two steel boilers of 7 feet 9 inches by 6 feet. The new launch has a rudder and propeller both forward and aft, the latter acting simultaneously when the vessel is under steam. The passenger accommodation is admirable. The first class passengers will be accommodated on a shade deck fitted with ample seating space both on deck and in two deck houses. After the launching ceremony the *Guiding Star* took a small party on board and proceeded on a trial trip, which proved most satisfactory to everyone concerned. We heartily wish success to the *Guiding Star*.

We understand that two Police interpreters in the Central Division have been called upon by the Captain Superintendent of Police to resign. The allegation against them is, we are informed, that they were concerned in the bribery scandal.

On 25th Aug. the Magistrate resumed the hearing of the charge preferred against a man and a boy of attempting to obtain \$8 from a pawnbroker on two toothpicks which, it was alleged, were made of gold, but which were really pieces of zinc washed in gold. It was proved that the man sent the boy to the pawnbroker's shop, and he was sent to gaol for six months with hard labour. The boy was discharged.

The *Straits Times* is informed that the statement that the Singapore Chamber of Commerce had communicated with the Chamber of Commerce at Hongkong with reference to the currency question is incorrect. Our contemporary, in an article on the subject, says:—The position of the Straits in this matter is totally different from the position of Hongkong and Shanghai; and to enter into consultation with these two latter ports must be considered as mere waste of time.

At the Magistracy on Monday Mr. Master and Mr. Gedge, solicitors, prosecuted an engineer named Williams for assaulting a coolie. The evidence of the legal gentlemen showed that they were riding in chairs along Battery Pathway on Sunday evening on the way to the Tram Station when the defendant struck one of the chair coolies and also used bad language. A constable was shortly afterwards met and the defendant was charged with the assault. The coolie, however, did not appear at the Police Court and therefore the charge of assault could not be proceeded with. At the suggestion of His Worship, however, Mr. Master got over the difficulty by charging the defendant with disorderly conduct. A fine of \$5 was imposed.

Mr. A. G. Aitken, of the Hongkong and Whampoa Dock Company, has very successfully undertaken the rôle of amateur detective. He was astute enough to adopt up-to-date measures to detect a crime and happily he was rewarded with success. For some time past he has missed money from the pockets of his trousers while they were hung up in his bedroom. On 24th Aug. last he privately marked nineteen five and ten cent pieces and put them in his pockets. He dressed for dinner and left the money in the trousers which he left in his bedroom. Having set this trap he went downstairs to dinner and we sincerely hope the weight of this great secret did not seriously affect his appetite. However, after dinner he went to his bedroom again and found that fifteen cents had been stolen from his pockets. The ultimate result was that Inspector Butlin was asked to send one of his detectives to the house. The amah was just leaving the house when the detective asked her what she had in her hand. She showed a ten cent piece, a five cent piece, and two cents. The ten cent piece bore the tell tale mark. She was at once taken to the Police Station and, on the strength of the evidence, charged with stealing fifteen cents. The Magistrate, Hon. H. E. Wodehouse, convicted the woman and sent her to gaol for three months with hard labour.

## COMMERCIAL.

## TEA.

## EXPORT OF TEA FROM CHINA TO GREAT BRITAIN.

	1897-98	1896-97
	lbs.	lbs.
Canton and Mancho .....	1,827,148	1,778,140
Shanghai and Hankow ...	8,913,241	13,587,563
Foochow .....	7,358,999	8,326,723
Amoy .....	346,260	379,122
	18,445,648	24,071,548

## EXPORT OF TEA FROM CHINA TO UNITED STATES AND CANADA.

	1897-98	1896-97
	lbs.	lbs.
Shanghai .....	5,517,207	4,057,470
Amoy .....	7,187,157	6,993,012
Foochow .....	3,631,537	3,637,906
	16,335,901	14,688,388



## EXPORT OF TEA FROM CHINA TO ODESSA.

	1897-98	1896-97
	lbs.	lbs.
Shanghai and Hankow	19,338,184	22,541,742

## EXPORT OF TEA FROM JAPAN TO UNITED STATES AND CANADA.

	1897-98	1896-97
	lbs.	lbs.
Yokohama	18,448,967	15,515,625
Kobe	9,682,782	6,707,867
	28,131,749	22,223,492

## SILK.

SHANGHAI, 27th August.—(From Messrs. A. B. Burkill & Sons' Circular).—London telegrams to 24th August quote that market firmer, Gold Killin 9/0 Blue Elephants 9/10. Raw Silk.—A further advance in prices and a further fall in Exchange has to be recorded this week. There has been a fairly strong demand throughout the interval, and settlements would have been larger but for the disinclination of holders to accept offers at current quotations. Tsatlees have advanced day by day until Tls. 470 has been touched for Gold Killin, at which quotation business has been done and could be done. This price shows an advance during the week of Tls. 17½ per picul, Sterling Exchange being 2 per cent. and Franc Exchange about 3 per cent. lower. About 1,200 bales settled. Taysams.—400 bales, about, have changed hands at quotations. Yellow Silks.—2,300 bales have been bought; holders are very firm and rather presume on their position by attempting to dictate terms of inspection, &c. to buyers. Arrivals, as per Customs Returns, 15th to 25th August: 2,603 bales White, 411 piculs Yellow and 129 piculs Wild Silk. Re-rolls and Filatures.—7,800 bales have been booked forward at prices given below. The demand for X Re 1 Hand Filatures for America continues unabated and prices have touched Tls. 600 for May-hen-yue Extra No. 1 and No. 2. The Export of Steam Filatures to date is: to America 1,310, to Continent 981, to London 6 and Japan 2 bales. Waste Silk.—Some 400 piculs old season's Curries 1, 2 and 3 have been taken off the market at, it is said, Tls. 47½. Contracts for Filature Knives are reported at Tls. 87 to 90 and Hankow Fri-cinet have been settled at Tls. 19½ to 20½.

Prices calculated by Maerte's Tables at 11 per cent; Exchange 2½; Freight Tls. 6.50 per bale:—

	Tls.	Stgr.
	per	per
	picul.	lb.
Tsatlees.—Black Lion 3	545	11 1
" Bird Chumling	492½	10 0½
" Yingling	477½	9 9
" Buffalo 3	490	10 0
" "	475	9 8½
" Silver Double Elephant	472½	9 8
" Gold Killing	470	9 7½
" Chay Killing	445	9 1½
Hungchow Tsatlees.—Pagoda Tinghow	435	8 11
Taysam.—White Kahing Gold Lion Tinghow	430	8 10
" Green Kahing M	455	9 4
" "	440	9 0½
" Gr. Al Flower 1	425	8 9
" 9 by 12 Moss Green Stork 4	360	7 5
Skins—		
Lucky Trins 2	410	8 5½
" "	390	8 0½
Blue Moustier 1	372½	7 8½
Yellow Silk—		
Mienchew	357½	7 4½
Kopun	360	7 5
Szechong	262½	5 6½
Steam Filature—		
1st Choice 13 15 den	800	16 0½
Hand Filatures—		
Mayhenyue X Re 1 Ex, No. 1 & 2	Ave 600	12 2
Plough Chop X Re 1, No. 1, 2 & 3	Ave 570	11 7

## EXPORT OF SILK FROM CHINA AND JAPAN TO EUROPE.

	1897-98	1896-97
	bales.	bales.
Shanghai	18,025	7,867
Canton	7,685	7,517
Yokohama	2,044	491
	27,754	15,675

## EXPORT OF SILK FROM CHINA AND JAPAN TO AMERICA.

	1897-98	1896-97
	bales.	bales.
Shanghai	2,139	304
Canton	3,433	532
Yokohama	3,285	449
	8,907	1,285

## CAMPHOR

HONGKONG, 31st August.—The market is weaker. Quotations for Formosa are nominally \$49.25 to \$49.50 Sales, 300 piculs.

## SUGAR.

HONGKONG, 31st August.—A slight improvement has taken place in this market and prices are a little higher. Quotations are:—

Shekloong, No. 1, White	\$7.22 to 7.25 per picul.
do. " 2, White	6.71 to 6.74 "
Shekloong, No. 1, Brown	4.53 to 4.56 "
do. " 2, Brown	4.41 to 4.45 "
Swatow, No. 1, White	7.15 to 7.18 "
do. " 2, White	6.65 to 6.69 "
Swatow, No. 1, Brown	4.47 to 4.50 "
do. " 2, Brown	4.37 to 4.40 "
Soochow Sugar Candy	11.02 to 11.05 "
Shekloong "	9.62 to 9.65 "

## MISCELLANEOUS EXPORTS.

The P. & O. steamer *Kaisar-i-Hind*, sailed on the 26th August. For Manchester:—100 bales waste silk. For London:—12 cases cigars from Manila, 18 cases chinaware, 17 cases blackwoodware, 11 cases silk piece goods, 7 cases bristles, 9 cases sundries, 10 bales raw silk, 190 rolls mats, 3,466 boxes tea (72,786 lbs.). For Gibraltar:—1 case curios. For France:—879 bales raw silk, 266 bales waste silk and 5 cases silk piece goods. For Milan:—40 bales raw silk and 100 bales waste silk. For Trieste:—4 packages tea.

## OPIUM.

HONGKONG, 31st August.—Bengal.—A very extensive business has passed in this drug during the week under review. Prices, however, have receded slightly, the market closing at \$725 for New Patna, and at \$727½ for New Benares.

Malwa.—Transactions have been very limited, and rates continue unchanged. The following are current figures:—

New (this yr's) \$450 with all'ance of ¼ to 3 cts.	
" (last " ) \$800	¼ to 2½ "
Old (2½ " ) \$910	0 to 1 "
" (6½ " ) \$940	0 to 1 "
Persian.—There has been very little doing in this drug, quotations for which close at \$500 to \$640 for Oily and at \$550 to \$690 for Paper-wrapped according to quality.	
To-day's stocks are estimated as under:—	
New Patna	1,500 chests.
New Benares	530 "
Malwa	270 "
Persian	690 "

## COURSE OF THE HONGKONG OPIUM MARKET.

DATE.	PATNA.		BENARES.		MALWA.	
	New.	Old.	New.	Old.	New.	Old.
1897.	\$	\$	\$	\$	\$	\$
Aug. 26	732½	—	735	—	850/890	910/940
Aug. 27	732½	—	735	—	850/890	910/940
Aug. 28	727½	—	727½	—	850/890	910/940
Aug. 29	727½	—	730	—	850/890	910/940
Aug. 30	725	—	727½	—	850/890	910/940
Aug. 31	725	—	727½	—	850/890	910/940

## RICE.

HONGKONG, 31st August.—The arrivals are hardly sufficient to meet the demand for Singapore and prices continue to advance. Quotations are:—

Saigon, Ordinary	\$2.67 to 2.70.
" Round, good quality	2.84 to 2.87
" Long	2.96 to 2.99
Siam, Field, mill cleaned, No. 2	2.75 to 2.79
" Garden, " No. 1	3.08 to 3.12
" White	4.04 to 4.07
" Fine Cargo	4.15 to 4.18

## MISCELLANEOUS IMPORTS.

HONGKONG, 31st August.—Amongst the sales reported are the following:—

YARN AND PIECE GOODS.—*Bombay Yarn*.—810 pieces No. 10 at \$91 to \$102.50, 300 pieces No. 12 at \$93 to \$100, 30 pieces No. 16 at \$100.50, 570 pieces No. 20 at \$106.50 to \$114.50. *Grey Shirtings*.—1,000 pieces 8½ lbs. 2 Blue Fish at \$3, 1,000 pieces 10 lbs. Blue Ticket at \$3.95. *T. Cloths*.—900 pieces 7 lbs. Mexican 4 Stags at \$2.37½, 750 pieces 7 lbs. Blue Dragon at \$2.40. *METALS*.—*Lead*.—810 piculs Australia at \$8.50. *Tin*.—100 slabs Foongchai at \$37.75, 100 bales Siam at \$37.25.

## COTTON PIECE GOODS.

	per piece
Grey Shirtings—6lbs.	1.80 to 1.90
7lbs.	2.10 to 2.30
8.4 lbs.	2.45 to 3.40
9 to 10 lbs.	3.40 to 4.30
White Shirtings—54 to 56 rd.	2.45 to 2.65
58 to 60 "	2.80 to 3.40
64 to 66 "	3.40 to 4.00
Fine	4.20 to 7.30
Book-folds.	3.70 to 5.90
Victoria Lawns—12 yards	0.67 to 1.35
T-Cloths—6lbs. (32 in.) Ord'y.	1.55 to 1.75
7lbs. (32 " )	1.95 to 2.20
6lbs. (32 " ), Mexs.	1.75 to 1.90
7lbs. (32 " ), "	2.20 to 3.00
8 to 8.4 oz. (36 in.)	2.45 to 3.30
Drills, English—10 yds. 13½ to 14lbs.	3.85 to 5.25

## FANCY COTTONS

Turkey Red Shirtings—1½ to 5lbs.	1.45 to 4.00
Broadades—Dyed	4.00 to 4.75
Damasks	0.12 to 0.16
Chintzes—Assorted	0.08 to 0.11
Velvets—Black, 22 in.	0.21 to 0.32
Velvet ens—18 in.	0.18 to 0.21

Handkerchiefs—Imitation Silk 0.50 to 0.90

## WOOLLENS

	per yard
Spanish Stripes—Sundry chops.	0.62½ to 1.30
German	1.15 to 1.50
Habit, Mod. and Broad Cloths.	1.45 to 5.25
Long Ells—Scarlet	7.15 to 9.00
Assorted	7.25 to 9.10
Camlets—Assorted	14.00 to 35.00
Lastings—30 yds., 31 inches, Assorted	12.00 to 22.00
Orleans—Plain	3.60 to 4.50
Blankets—8 to 12lbs.	6.00 to 12.00

## METALS

	per picul
Iron—Nail Rod	4.25 to —
Square, Flat Round Bar	4.30 to —
Swedish Bar	6.10 to —
Small Round Rod	1.60 to —
Hoop	5.50 to —
Old Wire Rope	2.60 to 3.00
Lead, L. B. and Hole Chop	8.60 to —
Australian	8.40 to —
Yellow M'tal—Muntz, 14/20 oz.	31.50 to —
Vivian's, 14/20 oz.	30.00 to —
Elliot's, 14/20 oz.	30.00 to —
Japan Copper, Slabs	— to —
Tiles	— to —
Tin	— to —
Composition Nails	— to —

	per box.
Tin-Plates	6 10 to —
	per cwt. case
Steel	5.50 to —

## SUNDRIES

	per picul
Quicksilver	124.00 to —
	per box
Window Glass	3.90 to 3.95
	per 10-gal. case
Kerosene Oil	1.95 to —

SHANGHAI, 26th August.—(From Messrs. Noel, Murray & Co's. Piece Goods Trade Report).—The unaccountable decline in Sterling rates still continues, and both the foreign Importer and the native buyer are becoming much concerned with regard to the future of this trade. Trade in imports is in an absolute state of quiescence, it being impossible for Importers to sell privately within fifteen per cent. of the prices they want, and the natives don't care to buy, even at Auction, although prices there show no material improvement. As an example it will be only necessary to point out that at the Yuen Fong Auction of 29th July, when Exchange was 2/6½, the average price realised for the three chops of 7-lbs. Shirtings was Tls. 81, to-day with Exchange at 2/3½ the average was Tls. 1.83. In the same way the average of eleven chops of 8.4-lbs. Shirtings was Tls. 2.08, against Tls. 2.11 to-day, and Exchange 3 per cent. lower! Considerable uneasiness is being felt with regard to the stability of some of the Native operators in American goods especially, and this was intensified earlier in the week by the tightness of the money market, owing to the Foreign Banks calling in their loans. Fortunately this did not last long, and the position has been much relieved by the lenient way in which several Native speculators in Gold Bars have been met. English goods will cause little if any trouble, and are being cleared very satisfac-



torily. The outside markets show no change one way or the other, and are being kept well supplied with goods. Chefoo is paying a little more attention to Fancy makes. A small business is passing in Indian Yarns at firm prices, but they do not advance at all adequately with the drop in Exchange.

Metals.—(From Messrs. Alex. Biefield & Co.'s Report) 27th August.—During the past week the market has been going from bad to worse. The great rise in the home prices, the scarcity of tonnage from home, and the fall in exchange all tending to demoralise this market, while the decreasing demands from the consuming districts still further help to distract the dealers. Falling exchange has been the topic of the week, and the almost hourly changes have kept everyone in a ferment. The fall has been a penny during the week, and this, on top of the previous unheard of quotations, has caused the closing already of two native hongs, and it is prognosticated by those well in the swim of the native bank circles that Shanghai is on the eve of the greatest crash that has ever been known if there is not a change for the better very shortly.

#### JOINT STOCK SHARES.

HONGKONG, 31st August.—Business generally has been somewhat slack and rates show declines in most cases. The settlements to-day, which are rather heavier than usual, and the curtailment of financial facilities by the Banks, combined with tight money and the exchange trouble, are the causes of the low rates at which the market closes.

BANKS.—Hongkong and Shanghai.—Small sales in the early part of the week at 170 and 169 per cent. prem.; later, however, the rate fell considerably and shares offering at 165 could not find buyers; at time of writing, however, shares are enquired for at 166. Nationals unchanged and without business.

MARINE INSURANCES.—Small sales of Traders at \$78½. Unions at \$235, and Straits at \$17½ constitute the business of the week. The Northern Insurances have changed hands up North at quotations.

FIRE INSURANCES.—Neglected, with small sales of Hongkongs at \$360 and Chinas at \$105. Market weak.

SHIPPING.—Hongkong, Canton and Macao have found further buyers at \$32½ and \$32½, closing firm with buyers at \$32½. Indo-Chinas continue neglected with little or no business at quotation. Douglases remain on offer at \$66 without inducing buyers to come forward. China Mutuals are still enquired for, and China and Manilas are obtainable in small lots at \$76 after sales at \$75.

REFINERIES.—China Sugars have declined further to \$139 after further small sales at \$140 and \$139½; shares are, however, in demand at the lower rate and none seem to be obtainable. Luzons have ruled weak with sellers and no buyers at \$43 and \$42.

MINING.—Punjoms have continued on the downward grade with small sales at \$5.60, \$5.50, \$5.40, and \$5.30, closing somewhat steadier at \$5.75. At the adjourned private meeting held yesterday it was unanimously agreed to give Mr. Bailey (the representative of the American Syndicate) the option of the purchase of the Company's property within a certain time on certain terms, Mr. Bailey in the meantime to expend a substantial sum of money in prospecting, and the Company carrying on its business as usual. Charbonnages have changed hands at \$81 and close with buyers. Balmorals and Olivers have ruled weak notwithstanding the news that the reef has been struck at the Eureka mine; small sales have been effected at quotations. Jebebus remain unchanged with small business. Raubs have ruled decidedly firmer with fair sales at \$19½, \$19½, and \$19½ ex dividend; at time of writing shares are wanted at \$19½.

DOCKS, WHARVES, AND GODOWNS.—Hongkong and Whampao Docks, which ruled very steady to firm in the early part of the week with fair sales at 235 and 234 cum. and at 222 and 221 per cent. prem. ex dividend, on the nearer approach of settling day suddenly fell without any business at intermediate rates to 210, at which a few shares changed hands; at time of closing the market is much firmer at 215. Kowloon Wharves have ruled quiet and without business with sellers at \$62½. Wanchais remain steady to firm at \$44½, but without sales.

LANDS, HOTELS, AND BUILDINGS.—Hongkong Lands have found small buyers at \$74 and close steady. Kowloon Lands have ruled neglected without business. Hotels have been obtainable at \$48½ ex div., but no sales have been reported. West Points and Humphreys Estates have continued steady with small sales at quotations.

MISCELLANEOUS.—Green Islands have been dealt in at quotations in a small way, closing steady. Watsons continue on offer at \$12½. Electric, Fenwicks, and Tramways have found small buyers at quotations. Cotton Mills have ruled steady with little or no business at quotations.

Closing quotations are as follow:—

COMPANY.	PAID UP.	QUOTATION.
Banks—		[\$332½, buyers
Hongkong & Shanghai...	\$125	166 7/10 prem=
China & Japan, prf.	£5	nominal
Do. ordinary...	£1 10s.	nominal
Do. deferred...	£1	£5, sales & buyers
Natl. Bank of China		
B. Shares .....	£8	\$21, sellers
Founders Shares...	£1	\$20
Bell's Asbestos E. A. ...	£1	\$9, sellers
Campbell, Moore & Co.	\$10	\$8
China Sugar .....	\$100	\$135, ex div. s. & b.
Cotton Mills—		
Ewo .....	Tls. 100	Tls. 114
Hongkong .....	\$20	\$21, sales
International .....	Tls. 100	Tls. 122
Laou Kung Mow .....	Tls. 100	Tls. 116
Soychee .....	Tls. 500	Tls. 585
Yahloong .....	Tls. 40	Tls. 42
Dairy Farm Co. ....	\$5	\$4, buyers
Fenwick & Co., Geo. ...	\$25	\$28 25
Green Island Cement...	\$10	\$44½ ex. N.I., b. \$29½
		ex. N.I., s. & b. \$15
H. & China Bakery ...	\$50	\$33, buyers
Hongkong & C. Gas ...	£10	\$110, buyers
Hongkong Electric ...	\$8	\$9.50, buyers
H. H. L. Tramways ...	\$100	\$112, sellers
Hongkong Hotel .....	\$50	\$48½, sales
Hongkong Ice .....	\$25	\$113, sellers
H. & K. Wharf & G. ...	\$50	\$63, sellers
Hongkong Rope .....	\$50	\$170, sales
H. & W. Dock .....	\$125	215 p. ct. prem.=
		[\$393.75, buyers
Insurances—		
Canton .....	\$50	\$177½, sellers
China Fire .....	\$20	\$105, sales
China Traders' .....	\$25	\$78½, sales & buyers
Hongkong Fire .....	\$50	\$357½, sellers
North-China .....	\$25	Tls. 200, buyers
Straits .....	\$20	\$17½, sellers
Union .....	\$25	\$235, sales & buyers
Yangtze .....	\$60	\$158, buyers
Land and Building—		
H. Land Investment...	\$50	\$74, sales & buyers
Humphreys Estate...	\$10	\$9½, sellers
Kowloon Land & B. ...	\$30	\$9
West Point Building	\$40	\$22, sellers
Luzon Sugar .....	\$100	\$43, sellers
Mining—		
Charbonnages .....	Fcs. 500	\$31, sales & buyers
Great E. & C'donian	\$5	\$5, sellers
Do. Do. ....	\$2½	\$2.20, sellers
Jebebu .....	\$5	\$2.10, sal. & buyers
New Balmoral .....	\$1	\$1.40
Do. Preference ...	\$1	\$1.60
Oliver's Mines, A. ...	\$5	\$20, sellers
Do. B. ....	\$2½	\$5½, sales & sellers
Punjom .....	\$4	\$5.75, sal. & buyers
Do. Preference...	\$1	\$1.80, sellers
Raubs .....	13s. 10d.	\$19½, buyers
New Amoy Dock .....	\$10	\$18½, sellers
Steamship Coys.—		
China and Manila ...	\$50	\$75, sales & buyers
China Mutual Ord. ...	£5	£2 10s. buyers
Do. Preference...	£10	£7, buyers
Douglas S. S. Co. ...	\$50	\$6½, sellers
H. Canton and M. ...	\$15	\$32½, sales & buyers
Indo-China S. N. ...	£10	\$43, sales
Wanchai Warehouse Co.	\$37½	\$44½, sellers
Watson & Co., S. A. ...	\$10	\$12 50, sal. & sellers

J. V. Y. VERNON, Broker.

SHANGHAI, 27th August.—(From Messrs. J. P. Bisset & Co.'s Report.)—Business has been rather dull. Judging from the rise in exchange on Hongkong, the stringency of the money market there seems to be increasing. Banks.—Hongkong and Shanghai Banking Corporation.—But a small business was done in this stock, chiefly to Hongkong, as the high rate of exchange is an inducement to holders to sell to the Colony, and business is reported at 172 and 169 per cent premium, with exchange 76 in the former case and 76½ in the latter. Locally cash shares were placed at 181 per cent premium, and for December at 185 per cent premium. We quote 182½ per cent premium, with exchange 73 as the closing cash rate. Bank of the China Deferred shares have changed hands in Hongkong at £5.

National Bank of China shares are offering at \$22. Marine Insurance.—Unions have been sold to Hongkong at \$235 and exchange 76½. Local business has been confined to Yangtszes at \$160, and Straits at \$18½. Fire Insurance.—No business reported. Shipping.—Only two transactions are reported in Indo-China S. N. shares at Tls. 37. Sugar Companies.—No business reported locally. Mining.—Raub A. G. M. shares were placed at \$22. Docks, Wharves and Godowns.—Boyd & Co. shares were sold at Tls. 190 ex div. The meeting of shareholders in S. C. Farnham & Co. is called for the 8th September. Shares have changed hands at Tls. 180. Shanghai Engineering & Dock shares have been placed at Tls. 104. Lands.—Shanghai Land Investment shares changed hands at Tls. 90, Hongkong Land Investment shares were placed locally at \$77½. Humphreys' Estate & Finance shares were sold to Hongkong at \$9.25. Industrial.—In Cotton Mill shares, Ewos were placed at Tls. 116 and Tls. 115, Internationals at Tls. 121½ to Tls. 122 cash and Tls. 122½ to Tls. 122 for the 31st current. Laou-Kung-Mow shares at Tls. 116, Tls. 117, Tls. 118 and Tls. 115, and Soy Chee shares at Tls. 575, and Yah Loong shares at Tls. 42. China Flour Mill shares were placed at Tls. 55. Tug and Cargo Boats.—Shanghai Cargo Boat shares changed hands at Tls. 196 cash and Tls. 200 for delivery on the 30th November. Miscellaneous.—Shanghai-Sumatra Tobacco shares were sold at Tls. 100 cash, Tls. 101 for August, Tls. 105 and Tls. 103 for September, Tls. 105½ for October, Tls. 165 for November, and Tls. 110 for December. Shanghai-Langkai Tobacco shares were placed at Tls. 450, Tls. 430, and Tls. 400 cash, and Tls. 500 for October and December delivery. Cash shares are in demand at Tls. 400. Hall & Holtz shares were placed at \$11½ and Central Stores at \$15. Quotations are:—

Hongkong and Shanghai Banking Corporation.—\$353.12.  
Bank of China, Japan, and The Straits, Limited, deferred shares.—£5.  
Bank of China, Japan, and The Straits, Limited, ordinary shares.—Nominal.  
National Bank of China, Ltd.—\$22.  
National Bank of China, Ltd. Founders.—\$20.  
Union Insurance Society of Canton, Ltd.—\$24½.  
China Traders' Insurance Co., Ltd.—\$80.  
North China Insurance Co., Ltd.—Tls. 202.00.  
Yangtze Insee. Assn., Ltd.—\$160.  
Canton Insurance Office, Ltd.—\$182½.  
Straits Insurance Co., Ltd.—\$18½.  
Hongkong Fire Insurance Co., Ltd.—\$360.  
China Fire Insurance Co., Ltd.—\$108.  
Hongkong, Canton and Macao Steamboat Co.—\$33½.  
Indo-China Steam N. Co., Ltd.—Tls. 37.00.  
Douglas Steamship Co., Ltd.—\$66.  
China-Mutual Steam Nav. Co. pref. shares.—Tls. 52.00.  
Perak Sugar Cultivation Co., Ltd.—Tls. 38.00.  
China Sugar Refining Co., Ltd.—\$148.  
Luzon Sugar Refining Co., Ltd.—\$15½.  
Sheridan Consolidated Mining and Milling Company, Limited.—Tls. 2.50.  
Punjom Mining Co., Ltd.—\$6½.  
Punjom Mining Co., Ltd. pref. shares.—\$2.  
Jebebu Mining & Trading Co., Ltd.—\$2.25.  
Raub Australian Gold Min. Co., Ltd.—\$22.  
Boyd & Co., Ltd. Founders.—Nominal.  
Boyd & Co., Limited.—Tls. 190.00.  
S. C. Farnham & Co.—Tls. 180.00.  
Hongkong and Whampoa Dock Co., Ltd.—\$422½.  
Shanghai & Hongkew Wharf Co.—Tls. 124.00.  
Hongkong and Kowloon Wharf and Godown Company, Limited.—\$65.  
Shanghai Land Investment Co., Ltd. (fully paid) —Tls. 90.00.  
Hongkong Land Invest. & A. Co., Ltd.—\$77½.  
Kowloon Land & Building Co., Ltd.—\$19.  
Humphreys Estate and Finance Co., Ltd.—\$9½.  
Shanghai Gas Co.—Tls. 225.00.  
Major Brothers, Limited.—Tls. 42.50.  
Ewo Cotton Spinning & W. Co., Ltd.—Tls. 115.00.  
International Cotton Man. Co., Ltd.—Tls. 121.00.  
Laou-kung-mow Cotton Spinning and Weaving Co., Ltd.—Tls. 115.00.  
Soy Chee Cotton Spinning Co., Ltd.—Tls. 575.00.  
Shanghai Ice Company—Tls. 130.00.  
Shanghai Tugboat Co., Ltd.—Tls. 215.00.  
Taku Tug & Lighter Co., Ltd.—Tls. 116.00.  
Shanghai Cargo Boat Co.—Tls. 196.00.  
Co-operative Cargo Boat Co.—Tls. 180.00.  
Shanghai Waterworks Co., Ltd.—Tls. 305.00.  
Shanghai Sumatra Tobacco Co.—Tls. 100.50.  
Shanghai Langkat Tobacco Co., Ltd.—Tls. 450.00.  
Shanghai Horse Bazaar Co., Ltd.—Tls. 76.00.  
J. Llewellyn Co., Limited.—\$70.00.  
Hall & Holtz, Ltd.—\$41.50.  
A. S. Watson Co., Limited.—\$12.50.  
Bell's Asbestos Eastern Agency, Ltd.—\$9.00.  
Hongkong Electric Co., Ltd.—\$8.00.



## CLOSING QUOTATIONS.

TUESDAY, 31st August.  
EXCHANGE.

ON LONDON.—	
Telegraphic Transfer	1/9 1/2
Bank Bills, on demand	1/9 1/2
Bank Bills, at 30 days' sight	1/9 1/2
Bank Bills, at 4 months' sight	1/9 1/2
Credits, at 4 months' sight	1/9 1/2
Documentary Bills, 4 months' sight	1/10
ON PARIS.—	
Bank Bills, on demand	2.26
Credits, at 4 months' sight	2.30
ON GERMANY.—	
On demand	1.83
ON NEW YORK.—	
Bank Bills, on demand	43 1/2
Credits, 60 days' sight	44 1/2
ON BOMBAY.—	
Telegraphic Transfer	135 1/2
Bank, on demand	136
ON CALCUTTA.—	
Telegraphic Transfer	135 1/2
Bank, on demand	136
ON SHANGHAI.—	
Bank, at sight	77
Private, 30 days' sight	78
ON YOKOHAMA.—	
On demand	11% pm.
ON MANILA.—	
On demand	4 1/2 % pm.
ON SINGAPORE.—	
On demand	1 % pm.
SOVEREIGNS Bank's Buying Rate	10.96
GOLD LEAF, 100 fine, per tael	56.00

## TONNAGE.

SHANGHAI, 27th August (from Messrs. Wheelock & Co.'s report).—All rates homewards remain unchanged since last writing on the 13th instant, and though an attempt was made by one steamer to raise the New York "Suez" rate to 20s., no cargo was forthcoming at that figure and 17s. 6d. is the price now quoted by all lines. For London there has been no change. *rit Suez*.—Little has occurred to improve the condition of this market since our issue of 13th instant, though the *Prometheus*, leaving today, has met with unexpectedly good support. Five steamers have left for Foochow, where apparently better support awaits them. Rates of freight are:—London, by Conference Lines, general cargo 35s.; waste silk 37s. 6d.; tea 35s.; Northern Continental ports, by Conference Lines, general cargo 35s.; waste silk 37s. 6d.; tea 35s.; New York *via* London, by Conference Lines, general cargo 42s. 6d.; waste silk 45s.; tea 42s. 6d.; Baltimore *via* London, by Conference Lines, general cargo 47s. 6d.; waste silk 50s.; tea 47s. 6d.; Königsberg *via* London, by Conference Lines, general cargo 42s. 6d.; waste silk 45s.; tea 42s. 6d.; Manchester, by Conference Lines, general cargo 47s. 6d.; waste silk 50s.; tea 47s. 6d.; Liverpool, by Conference Lines, general cargo 42s. 6d.; waste silk 45s.; tea 42s. 6d.; Hamburg, by Conference Lines, general cargo 35s.; waste silk 37s. 6d.; tea 35s. Above rates are subject to a deferred return, as per Conference circular. Havre, by Conference Lines, tallow 32s. 6d. net, general cargo 32s. 6d. net, waste silk 35s. net, tea 32s. 6d. net; Genoa, by Conference Lines, tallow 32s. 6d. net, general cargo 32s. 6d. net, waste silk 35s. net, tea 32s. 6d. net; Marseilles, by Conference Lines, tallow 32s. 6d. net, general cargo 32s. 6d. net, waste silk 35s. net, tea 32s. 6d. net. 42s. 6d. per ton of 20 cwt. for above three ports. New York, by sail 14s.; New York *via* Pacific, 1 1/2 gold cents per lb. tea, 3 cents per lb. silk, \$12 per ton strawbrid; New York *via* Suez, 17s. 6d. per ton general cargo; Philadelphia, 25s. per ton general cargo. Coast rates:—Moji to Shanghai \$1.20 per ton coal, nominal; Nagasaki to Shanghai \$1.10 per ton coal; Newchwang to Kobe 12 cents; Newchwang to southern ports, little doing; Wuhu to Canton, little doing.

## VESSELS ON THE BERTH.

For LONDON.—*Nestor* (str.), *Ningchow* (str.), *Prometheus* (str.), *Ceylon* (str.), *Shanghai* (str.) *Rosetta* (str.).  
For SAN FRANCISCO.—*Heathbank*, China (str.).  
For BREMEN.—*Prinz Heinrich* (str.).  
For MARSEILLES.—*Toca Maru* (str.).  
For HAMBURG.—*Della* (str.).  
For NEW YORK.—*Landseer*, *Morren* (str.), *Benalder* (str.), *Lucy A Nickles*, *Lennox* (str.), *Gov. Robie*.  
For AUSTRIA.—*Taiyuan* (str.).  
For TACOMA.—*Victoria* (str.).  
For SEATTLE.—*Kinsliu Maru* (str.).  
For PORTLAND.—*Duquesclina*.  
For BALTIMORE.—*Isaac Regd.*

## SHIPPING.

ARRIVALS AND DEPARTURES SINCE LAST MAIL.

## HONGKONG.

August—	
26, Astral, British str., from Sumatra.	ARRIVALS.
26, Irene, German str., from Yokohama.	
26, Pronto, German str., from Newchwang.	
26, Bengloe, British str., from London.	
26, Letimbro, Italian str., from Bombay.	
27, Meefoo, Chinese str., from Canton.	
27, Formosa, British str., from Tamsui.	
27, Hikosan Maru, Jap. str., from K'notzu.	
27, Hailan, French str., from Pakhoi.	
27, Lyeemoon, German str., from Shanghai.	
27, Kwanglee, Chinese str., from Shanghai.	
28, Vale of Doon, British bark, from Cardiff.	
28, Else, German str., from Haiphong.	
28, Falkenburg, German str., from Hongay.	
28, Taisang, British str., from Canton.	
28, Victoria, Swedish str., from Hoihow.	
28, Wongkoi, British str., from Bangkok.	
29, Frogner, Norw. str., from Iloilo.	
29, Hiroshima Maru, Jap. str., from Moji.	
29, Pronto, German str., from Canton.	
29, Sagami Maru, Jap. str., from Australia.	
29, Nerite, British str., from Yokohama.	
29, Chunsang, British str., from Mororan.	
30, Nanyang, German str., from Chinkiang.	
30, Pakshan, British str., from Singapore.	
30, Frammes, Norw. str., from Port Wallut.	
30, Mathilde, German str., from Haiphong.	
30, Memnon, British str., from Sandakan.	
30, Kiangnan, Chinese str., from Swatow.	
30, Kinsliu Maru, Jap. str., from Shimonoseki.	
30, Compania de Filipinas, Spanish str., from Iloilo.	
31, Zafiro, British str., from Manila.	
31, Salazie, French str., from Shanghai.	
31, Yarra, French str., from Marseilles.	
31, Wuotan, German str., from Saigon.	
31, Kwongsang, British str., from Canton.	
31, Choysang, British str., from Shanghai.	
31, Namoa, British str., from Coast Ports.	
31, Laurel Branch, British str., from Cardiff.	
31, Phenix, British sloop, from Tamsui.	
31, Phra Nang, British str., from Moji.	
August—	
26, Fausang, British str., for Saigon.	DEPARTURES.
26, Donar, German str., for Yokohama.	
26, Kweilin, British str., for Shanghai.	
26, Sungkiang, British str., for Manila.	
26, Ixion, British str., for Nagasaki.	
26, Kaisar-i-Hind, British str., for Europe.	
26, Fushun, Chinese str., for Shanghai.	
26, Hailong, British str., for Swatow.	
26, Hansa, German str., for Vladivostock.	
26, Kiangpak, Chinese str., for Swatow.	
26, Nanshan, British str., for Singapore.	
26, Tamsui, British str., for Shanghai.	
27, Prinz Heinrich, Ger. str., for Shanghai.	
27, Frey, Norwegian str., for Singapore.	
27, Chingping, Chinese str., for Newchwang.	
27, Hohenzollern, German str., for Yokohama.	
27, Ancona, British str., for Yokohama.	
27, Darlanus, British str., for Shanghai.	
27, Taiyuan, British str., for Kobe.	
27, Asloun, British str., for Hongay.	
27, Haitan, British str., for Swatow.	
27, Hiogo Maru, Jap. str., for Shanghai.	
27, Idzumi Maru, Jap. str., for Kobe.	
27, Loyal, German str., for Yokohama.	
27, Pronto, German str., for Canton.	
27, Yuensang, British str., for Manila.	
28, Airlie, British str., for Australia.	
28, Lyeemoon, German str., for Canton.	
28, Glenavona, British str., for Saigon.	
28, Clara, German str., for Haiphong.	
28, Nauchang, British steamer, for Australia.	
28, Astral, British str., for Pulo Sembilan.	
28, Denalion, British str., for Kudat.	
28, Hanoi, French str., for Haiphong.	
28, Kong Beng, British str., for Bangkok.	
28, Maria Rickmers, Ger. str., for Shanghai.	
28, Meefoo, Chinese str., for Shanghai.	
29, Bengloe, British str., for Nagasaki.	
29, Chowtai, British str., for Bangkok.	
29, Formosa, British str., for Swatow.	
29, Hongkong, French str., for Haiphong.	
29, Kwanglee, Chinese str., for Canton.	
29, Malvern, British str., for Saigon.	
29, Nanyang, German str., for Canton.	
30, Nerite, British str., for Manila.	
31, Hailan, French str., for Hoihow.	
31, Else, German str., for Haiphong.	
31, Kiangnan, Chinese str., for Canton.	
31, Frammes, Norw. str., for Shanghai.	

31, Choysang, British str., for Canton.  
31, Dante, German str., for Saigon.  
31, Hikosan Maru, Jap. str., for Newcastle.  
31, Hiroshima Maru, Jap. str., for Singapore.  
31, Kutsang, British str., for Calcutta.  
31, Pronto, German str., for Chefoo.  
31, Taisang, British str., for Swatow.  
31, Yarra, French str., for Shanghai.  
31, Victoria, Swedish str., for Haiphong.

## PASSENGER LIST.

## ARRIVED.

Per *Prinz Heinrich*, from Bremen, &c.—H.E. and Viscount Aoki, Viscountess Aoki, Messrs. C. Holstein, E. Viegelmann, Th. Deters, S. Saunders, G. Wild, L. Kuttner and wife, K. Kamiyama, E. Vogel, C. Reimann, G. H. Rollinson, W. Harper, Chas. Lee, and P. Hansen, Mrs. Terrell and infant, Mrs. Winterburn and child, Mr. and Mrs. Grat, Miss Aug. Vollmer, Miss Anna Linke, Dr. B. Asekura, and Dr. S. Otani.

Per *Haitan*, from Coast Ports—Miss Herrmann, Messrs. Courtney, R. D. Mackie, N. W. Vania, and Davies.

Per *Nanshan*, from Swatow—Mr. and Mrs. Thompson.

Per *Formosa*, from Tamsui, &c.—Captain Schrafer.

Per *Lyeemoon*, from Shanghai—Mr. Fung Kwong.

Per *Sagami Maru*, from Australia—Mrs. Todd, Messrs. S. H. Levi, O. C. Askew, H. J. Tilley, W. Hankey, and Miss Alderton.

Per *Memnon*, from Sandakan—Mr. Falk.

## DEPARTED.

Per *Ask*, for Hoihow—Rev. and Mrs. Jeramissen and family.

Per *Kaisar-i-Hind*, from Hongkong, from Colombo—Mr. B. D. Pandit. For Bombay—Mr. N. S. Glazebrook. For Port Said—Mr. Charles Carroll. For London—Mr. and Mrs. Vine. From Yokohama for Singapore—Mr. T. Nakamura. For London—Messrs. H. S. Verety and N. Matsunami. From Nagasaki for London—Messrs. N. F. Van Feen, G. Largendyt, and R. Van Beck. From Shanghai for Bombay—Mr. Sydney Cope. For London—Messrs. H. W. Buckland, J. L. Kay, C. H. Denny, and Wm. Broad.

Per *Lightning*, for Singapore—Mrs. Chan Ng and daughter. For Penang—Mr. and Mrs. Lum Fung Chi, Mrs. Lee Kum Kok, and Mr. Kwan Seung. For Calcutta—Subadar Mir Khan, Messrs. S. Apcar, M. G. Apcar, and J. Arnovitz.

Per *Prinz Heinrich*, for Shanghai from Southampton—Mr. and Mrs. Churchwood, and Mr. T. Chang and family. From Genoa—Miss M. Lorentz, Messrs. Tenner and T. Chang. From Singapore—Mr. Alebean. From Hongkong—Mr. A. Lawrence, Mr. and Mrs. Dunbar, Mrs. A. H. dos Remedios and children, and Mr. H. Coates.

Per *Hohenzollern*, for Yokohama from Genoa—Mr. K. Kamiyama, Viscount and Mrs. Aoki, Miss A. Lincke, Messrs. E. Vogel and Carl Reimann. From Colombo—Mr. C. H. Rollinson. From Singapore—Messrs. T. Koyano and P. C. Hansen. From Hongkong—Mr. and Mrs. St. C. Michaelsen and children, Miss S. Habe, Messrs. Abaner and V. Ross. From Bremen—Mr. C. Holstein. From Southampton—Messrs. S. Saunders and G. Wild.

Per *Ancona*, for Yokohama from Hongkong—Messrs. G. R. Stevens and L. L. Bailey. From Singapore—Mr. F. W. F. Harris.

Per *Hiogo Maru*, for Shanghai—Mr. P. W. Edwards.

Per *Yuensang*, for Manila—Mr. A. Rodger, Mrs. Smith Allison and infant, Mr. and Mrs. Kuttner, and Mr. Otto Braunewell.

Per *Airlie*, for Australia—Messrs. Weinlig, Levy, and Tipp.

Per *Haitan*, for Foochow—Mr. and Mrs. H. M. Brown.

Printed and Published by D. WARRES SMITH, at 29, Wyndham Street, Victoria, Hongkong.